

NEWS SUMMARY

GENERAL

UK seeks new EEC rules on air fares

The move is likely to cause serious disagreement among EEC members. Britain wants the rules to be drawn up before the next meeting of the transport ministers, due on December 15. Trade Secretary John Biffen said the Government was not satisfied with the progress made by the EEC on liberalising air fares. Page 9

Defence boost

France will spend FF1,230bn (£17.7bn) on defence next year, 17.6 per cent more than this year.

Walesa victory

Solidarity leader Lech Walesa rejected the initiative in his battle to keep control of the independent Polish union when his nominees won key posts. Back Page

School talks bid

The SDP invited public schools to start talks on ways to integrate parts of the private sector with the state system. Back Page; Conference Report, Page 12

Iran crackdown

Iran's fundamentalist leaders launched a campaign to purge the media. The Government of the Islamic Republic of Iran said it was cracking down on press freedom. Back Page

15.5m gems raid

Two armed men raided a Mexican couple of jewels worth FF16m (£1.5m) in their Paris hotel room. The bank included a 45-carat diamond ring. Back Page

Patient kills 5

A 29-year-old mental patient killed five and wounded 14 other patients in a knife attack at a Manila asylum.

Van attack ruling

A 20-year-old man who hired a petrol bomb at a police van in Birmingham's summer riots was jailed for four years after being found guilty of attempted arson.

Hijacker jailed

A 21-year-old Pole who hijacked a Polish airliner in West Berlin in July was jailed there for five years.

Sunday Times up

The Sunday Times plans to raise its price by 5p to 40p on October 18 but newspapers and distributors are angry because they will not receive any share of the rise.

Rice crop hit

A drought has destroyed almost half the rainy season rice crop in the south-eastern Kampuchean province of Svay Rieng.

No-ghost zone

Peking's Forbidden City dismissed rumours that ghosts had been seen dancing on its walls.

Briefly...

Schooling and lorry collided near Glasgow injuring 20 children.
French air force stunt pilot Lt Col Guy Charvet died on a training flight crash.
Soviet seamen rescued three Portuguese fishermen wounded by pirates in the Atlantic.
Prince Ivan Maximovitch former Imperial Russian colonel died aged 98 in Switzerland.
Lia Forsdick of Bournemouth will be the first woman to officiate in an FA Cup match.

BUSINESS

STERLING

gained 3.1 cents to close at \$1.9 in London, its highest level since July 7. It improved to DM 4.19 (DM 4.175), FF105 (FF105.2), Sfr 2.45 (Sfr 2.451) and ¥242.5 (¥242.5). Its trade-weighted index rose to 89.8 (89.4). Page 33

DOLLAR

fell to DM 2.2045 (DM 2.219), to Sfr 2.5275 (Sfr 2.535), to Sfr 1.855 (Sfr 1.875) and was unchanged at ¥228.25. Its trade-weighted index dropped to 107.3 (107.4). Page 33

GOLD

rose \$15 to \$446 in London. The New York October close was \$448.6. Page 33

COCOA

prices dropped further with the buffer stock of the International Cocoa Organisation effectively withdrawing from the market by failing to

Dip in world interest rates raises hopes of easier credit

BY OUR FINANCIAL STAFF

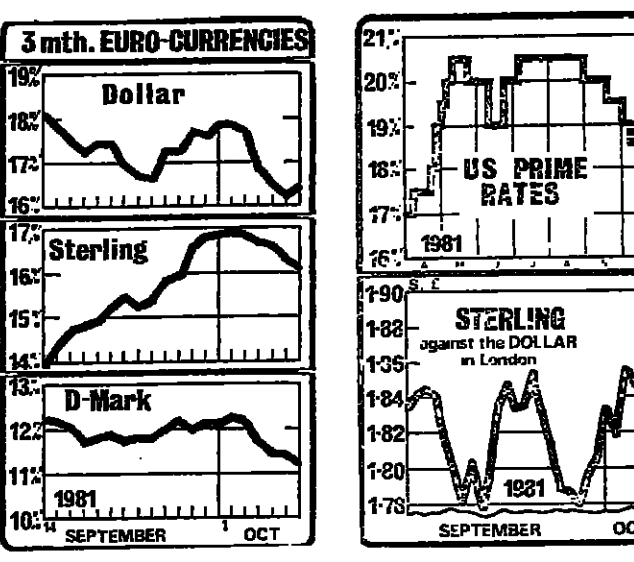
INTEREST RATES around the world started to fall yesterday, raising hopes in industry and on financial markets that the international credit squeeze is about to abate.

The most pronounced move came from the West German central bank, the Bundesbank, which took the first cautious step in easing its two-year-old tight-money policy. It followed this week's fall in U.S. interest rates and the weekend realignment in the European Monetary System.

In New York, Chase Manhattan Bank initiated another 1/2 point cut in U.S. banks' prime rates, down to 18 1/2 per cent. Money market rates in London also fell. The drop, if it continues, could lead to a cut in British clearing banks' base rate after their 2 point rise last week.

In West Germany a one-point cut in the "special Lombard" rate, at which the Bundesbank makes loans to commercial banks led off the day's events. Interest rates also eased in Paris following the relative firmness of the French franc after its weekend devaluation within the EMS.

Despite the fall in UK



interest rates, the pound had one of its best days for several weeks on the foreign exchange markets yesterday, rising by over three U.S. cents on the day in London against the dollar to \$1.90. Sterling's effective exchange rate, measured against the Bank of England's basket of currencies, rose by 1.4 to 89.8. The pound is profiting not only from general dollar weakness but also from nervousness about oil supplies in view of the unsettled state of the Middle East after President Anwar Sadat's assassination.

Continued on Back Page

Gun battles hit Egypt

BY ANTHONY McDERMOTT IN CAIRO

Egyptian POLICE were moved quickly into the city of Asyut yesterday to reinforce local forces engaged in running gun battles with Islamic fundamentalists.

The violence was the worst in Egypt since the January 1977 riots about food price rises, and came in defiance of a state of emergency imposed after Tuesday's assassination of President Anwar Sadat.

Soon after dawn Moslem extremists in the city were reported to have opened fire with machine-guns on police who attempted to break up an open air prayer meeting.

Mr Abdel Aziz Eid, a senior official of Asyut province, 250 miles south of Cairo, said the police uniforms, then marched through the town and stormed the local headquarters of the security forces and a police station.

Police later managed to regain control of the buildings. As night fell, shooting was reported from different parts of the city.

Asyut has a reputation for Islamic fanaticism. There have been regular clashes between Moslems and members of the Christian Coptic minority and between Moslems and the police. In January, police broke up riots by extremists at the university and were said to have arrested about 500 people.

Cairo, by contrast, was calm yesterday with only one minor incident reported in the northern suburb of Shoubra where a petrol bomb was thrown into a bus terminal.

Foreign heads of state and other dignitaries are due to arrive in Cairo today for the funeral tomorrow of President Sadat.

Vice-President Hosni Mubarak whose nomination for the Presidency was approved on Wednesday night by the People's Assembly later the same evening gave assurances that he would press ahead with the late president's policies, including peace with Israel. As a symbol of his desire to maintain this course, he had selected an Israeli afternoon newspaper for a personal interview.

The U.S. may boost the financing and delivery of arms to Egypt as a measure of support for Vice-President Mubarak. Officials in Washington have disclosed substantial U.S. spending on former President Sadat's personal security. Full reports, Page 4

Reagan may step up arms supplies. Page 4

Train fares to rise by 9 1/2%

BY LYNTON McLAIN, TRANSPORT CORRESPONDENT

TRAIN FARES are to go up by 9 1/2 per cent from November 29, British Rail announced yesterday.

The across-the-board increase is the first for exactly a year. It comes as British Rail heads for a serious financial crisis with a forecast 1981 loss of £140m, double the 1980 loss, and falling numbers of passengers.

Fares rose last November by an average of 19 per cent, the second increase last year, bringing total rise in train fares since January 6 1980 to 42.8 per cent.

This high increase drove passengers from the trains at a time of deepening recession, increasing operating costs and fierce competition from cut-price motorway express coach operators.

The low increase now planned is a direct response to these increasing pressures on its business. The move is to stimulate rail traffic at the lowest applied current rate and is below the 11 per cent of inflation. The decision to BR said, single-figure overall increase is a deliberate business move by the board to restore customer confidence.

Extra rail traffic was essential, BR said, if a second increase in fares was not to come in the next 12 months.

BR intends to cut its operating costs to achieve a stable fare structure for 12 months.

Action is to be taken to cut the quality of Inter-City services. Train lengths will be reduced with fewer more crowded Inter-City and carriages and fewer services from May.

This will bring the level of services offered more in line with the current low level of demand. Similar economies were made on London commuter services earlier this year.

FARES FROM NOVEMBER 29 (£)				
	British Rail ordinary single	British Rail day return	British Airways economy single	National Express coach
London to				
Birmingham	11.30	11.80		3.00
Bristol	11.70	12.30		3.50
Cardiff	14.60	15.40		3.50
Edinburgh	32.50	34.50	54.00	25.00
Glasgow	30.50	32.00		5.00
Liverpool	18.90	19.90		
Manchester	18.90	19.90	38.00	20.00
Newcastle	28.00	31.50	48.00	21.00
Sheffield		15.60		6.50

BR intends to cut its operating costs to achieve a stable fare structure for 12 months.

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Mortgage rate rise to 15% expected

BY ANDREW TAYLOR

A TWO PERCENTAGE point rise in building society mortgage rates to 15 per cent is expected to be announced today following a meeting of building society managers in London yesterday.

At the same time societies are expected to announce a rise in the recommended ordinary share investment rate from 8 1/2 per cent to 9 1/2 per cent. The increases follow a 4 per cent point rise in bank base rates since September 16.

A two percentage point rise in the mortgage rate would increase gross monthly repayments on a £15,000 loan over 25 years from £170.55 at 13 per cent to £193.50.

Figures to be published today will show that building

Gross monthly repayments on a £15,000 and £10,000 loan over 25 years		
	13%	15%
£10,000	£113.70	£129.00
£15,000	£170.55	£193.50

society net receipts in September rose from £244m to about £344m. However, building societies said that although the September figures were better than expected the money would quickly flow out again if investment rates were not increased.

An increase to a 15 per cent base mortgage rate—with higher rates charged by societies for larger loans—will take the cost of a building society home loan back to the record levels of last winter. The increase will come as a further blow to housebuilders who had already reported a slowing in the rate of house sales over the past few months.

A number of housebuilders in the last few weeks have announced a series of special home loan deals ahead of today's expected rise in the mortgage rate. The schemes offer to lower the mortgage rate fixed for new home buyers at between 8.75 per cent and 13 per cent for periods up to one and a half years. Builders are willing to subsidise mortgage payments in a bid to boost flagging sales.

The housing market has come under increased strain as rising interest rates, mounting unemployment and the squeeze on real incomes has further eroded house

Continued on Back Page

Howe defends Tory policy amid fresh criticism

BY RICHARD EVANS, LOBBY EDITOR

THE SHARP conflict within the Conservative Party yesterday over the economy intensified as Mr Geoffrey Howe, the Chancellor, defended a policy of high interest and mortgage rates and the social divisiveness of rising unemployment.

Mrs Margaret Thatcher, who returns today from visits to the Middle East, Pakistan and the Commonwealth Conference in Australia, will find her party in extraordinary turmoil only days before the Tory Conference opens in Blackpool next Tuesday.

Mr Heath's ferocious onslaught earlier this week on the Government's economic strategy has clearly been an embarrassment to the group of Tory MPs who drafted the pamphlet, *Changing Gear*, published yesterday. This argued the case for the Government to move towards a policy of cautious refutation.

The authors, who include two backbenchers promoted into the Government in the latest reshuffle, warn that the Tory party must not be left fighting inflation as the sole object of policy when there was an overwhelming desire for a sensible programme of industrial and social reconstruction to relieve unemployment.

The 13 MPs were coy yesterday about their intentions if their proposals received a flat rejection from Mrs Thatcher. Any talk of refusing to support the Government was premature, it was argued.

Another development yesterday was an intervention from Mr James Callaghan, the former Labour Prime Minister, in what could be taken as a call for a coalition of forces against Mrs Thatcher. He urged Conservative dissidents to have the courage of their convictions and to oppose Mrs Thatcher's policies when parliament returns in two weeks time.

In a speech at Whitehaven, Mr Callaghan proposed that Mr Foot, the opposition leader, should start talks with one party and with potential rebels to see how the Government's economic policy could be improved.

In a veiled reference to Mr Heath he declared: "The British people should beware of those who now claim—after years in which they and others in government have struggled with Britain's stubborn economic difficulties—to have discovered the philosopher's stone."

One of the main targets of the Tory Government's economic reality election had been the country to the belief that after years of essentially the same seven or eight years of these fundamental truths

Continued on Back Page

Vigers Industrial

FOR DISPOSAL		
Details from Ref: ETF/PCS.		
London N2 Staples Corner	5,250 sq. ft.	To Let
London E16	116,000 sq. ft.	To Let
London E16	OPEN SITE	To Let
	1.57 acres	
Bristol	53,000 sq. ft.	Freehold
Cardiff	10,000 sq. ft.	To Let
Great Yarmouth	29,000 sq. ft.	To Let
Harlow	80,000 sq. ft.	Ground Lease For Sale
Ipswich	22,500 sq. ft.	To Let
FOR ACQUISITION		
Details to Ref: PAB/ETF.		
London N1	Units from 1,500/6,500 sq. ft.	
London N2	10,000 sq. ft.	
London, Midlands & S.E. England	Sites for D.I.Y. Buildings	
	20/50,000 sq. ft.	
Greater London	Ground Lease Sites for Nursery Units	
Green Belt/M25	Sites for Golf Courses and Industrial Parks	

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EUROPEAN NEWS

Employers attack Spanish budget

BY ROBERT GRAHAM IN MADRID

THE SPANISH employers' federation CEOE, has attacked strongly the Government's 1982 budget proposals which envisage a 26 per cent increase in current expenditure to Pta 3,533bn (£20.5bn). Sr Jose Luis Ceron, the CEOE's chief economic spokesman, said that rapid increases in public spending were leading Spain towards bankruptcy.

This attack on budgetary policy is further proof of the growing rift between the CEOE and the government of Sr Leopoldo Calvo Sotelo. At the CEOE's annual meeting on September 9, Sr Carlos Ferrer Salat, the federation's

president, warned the government that if its policies were not more coherent it could not count on the support of the business community.

Then, on October 1, the CEOE walked out of a tripartite commission set up to oversee the wages and employment pact signed in June by them, the government and the unions to cover 1982.

Sr Ceron said that the 26 per cent increase in current spending was unacceptable when the GDP was unlikely to grow by more than 15 per cent in peseta terms.

Money was being diverted away from productive investment. "With the present

rhythm of expenditure, each three years the budget is being almost doubled, and next year alone, the increase is nearly equivalent to the total budget of 1976," he said.

The proposed increase, which has to be endorsed by parliament, is Pta 755bn, compared with the total budget of Pta 785bn in 1976. To the budget must also be added the increasingly heavy burden of social security expenditure.

For 1982, these will be Pta 2,333bn with the state financing 15 per cent directly equivalent to Pta 350bn compared with 10 per cent or Pta 216bn last year. Pensions will absorb almost 53 per

cent of this.

The CEOE has also made it clear that it was still withholding its co-operation in discussing the wages and employment pact for 1982. Sr Ferrer Salat said that participation remained "suspended" pending the clarification of certain issues.

The main reason given is that the government made a secret agreement with the trade unions to provide a grant of Pta 2.4bn to aid their finances—a step regarded by the government and the unions as a form of settlement for union property nationalised by the Franco regime. However, the CEOE



Hugh Routledge
Sr Leopoldo Calvo Sotelo
... caught in a rift

appears to be using this as a weapon against the government.

Portugal's schools face crisis

By Diana Smith in Lisbon

PORTUGAL'S educational authorities must invest the equivalent of \$666m over the next four years to plug gaps in the state system. Schoolchildren returned to class this week to face shortages of 200 schools.

The shortcomings are so severe that in some areas, state-run schools cannot begin classes until later this month. Meanwhile, many schools work on overcrowded shift systems that frustrate teachers and pupils. Results this June, with failures for over half the pupils who took annual exams, reflect these serious problems.

The trouble has accumulated for years: illiteracy and truancy were commonplaces of the old Portugal, when small children worked in the fields with their parents or took menial jobs in cafes or offices.

Nowadays, more children go to school and stay for six years of compulsory education, or remain on until the twelfth year of primary and secondary schooling. Physical and personnel resources lagged far behind the growing demand

Netherlands 'should double spending on energy research'

BY CHARLES SATCHLOR IN THE HAGUE

THE NETHERLANDS should aim to nearly double its spending on research into energy sources over the next four years with private industry taking a larger share of the total budget. This is the main conclusion of a report prepared by the Council for Energy Research published yesterday.

In the most comprehensive survey of energy-related research carried out in the Netherlands, the Council called for spending to rise to Fl 1,523bn (£331m) in 1985 from Fl 894m this year.

Research accounted for only 2 per cent of total Dutch energy spending of Fl 37.8bn in 1980. Fuel costs accounted for Fl 29.5bn, investment in energy production for Fl 4bn and investment in energy saving for Fl 3bn.

Industry accounted for 59 per cent of total spending in 1981 with the remaining funds coming from government sources. According to current estimates, industry's share would fall at

around 52 per cent of spending in four years time. The Energy Research Council wants an increase to 62 per cent.

Top priority should be given to spending on energy saving, followed closely by coal and support technologies such as fuel conversion and storage. Oil and gas, the two pillars of current energy policy, are accorded fourth place.

Coal will account for the largest slice of energy research in 1985—Fl 469m compared with Fl 138m in 1981, spending on oil and gas should rise to Fl 282m from Fl 246m while energy saving should rise to Fl 246m from Fl 148m. Spending on wind research should increase seven-fold to Fl 82m.

The report urges spending on fast breeder technology to be reduced.

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Switzerland's inflation rate rises to an annual 7.5%

BY JOHN WICKS IN ZURICH

THE SWISS inflation rate rose to an annual rate of 7.5 per cent last month, according to a parliamentary statement by Fritz Honerger, Economics Minister.

While Mr Honerger added that there should be a slowing of inflation "towards next

spring," consumer prices seem likely to show further marked increases for the rest of this year.

A report by the bank council of the Swiss National Bank, just published, predicts that there will be little change in the upward trend in the cost of

living in the next few months. The official Commission for Economic Studies at the same time looks for an acceleration in Swiss inflation rate unless there is a noticeable change in the exchange rates.

The Commission points to continued consumer demand,

the anticipation of wages to meet inflation and the nation's full employment, saying that these factors will permit the passing on of higher production costs.

At the same time, the price index is expected to be pushed up in November, when the

semi-annual rent index adjustment will reflect the latest rise in mortgage rates.

Despite this, the Commission stresses that Swiss inflation rate could be dampened rapidly by a marked alteration in the Swiss franc-dollar exchange rate.

Countdown to certification: A progress report on the world's most advanced business jet. Cessna Citation III.

Just months away from FAA acceptance, the 10-passenger Citation III will be the only all-new American business jet to win its wings since 1971. And that plane was ours too!

IN 1975, CESSNA ENGINEERS started from scratch to create a totally new kind of jet. It would be called Citation III, and use technologies others would not offer, even a decade beyond.

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Since Citation III came off the drawing board and took to the skies, it has passed many important milestones. We have envexplored all areas of the operating Mach, including high-speed tests to sound—and one-tenth the speed of meters. The aircraft altitudes to 15,550

Citation III is the only jet in the world with the new Garrett TFE 731-Citation III, and already FAA certified, this new fanjet offers superior fuel efficiency at higher altitudes.

But the biggest news of all is that the development phase of Citation III is complete. FAA pilots have begun the official flight certification program, with approval scheduled for April of 1982.

Exceeded our expectations

A multitude of improvements has grown out of Citation III's extensive development program. Flight test data show Citation III has exceeded even Cessna's expectations for

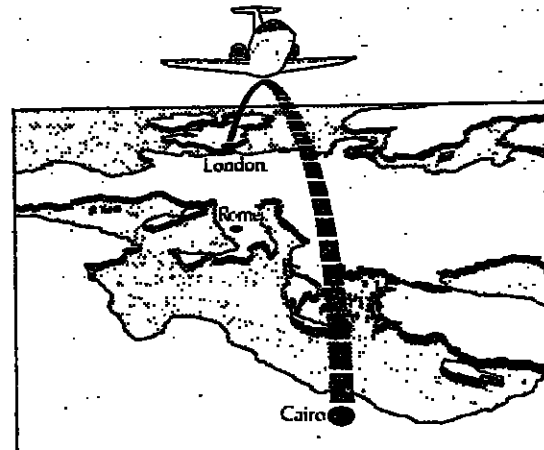
maximum allowable speed, time to climb, fuel efficiency, and combined range/payload.

The new high-altitude engines and supercritical wing are so efficient Citation III can cruise above the weather and above other traffic at speeds up to 870 kilometers per hour. And it does so with fuel efficiency approaching

Citation I—the most fuel-efficient business jet in the world.

Most rigid tests ever

Many people are surprised to learn that Citation III is designed to meet the new, tougher, U.S. Federal Air Regulations Part



Citation III can carry six passengers and all their baggage 4600 kilometers nonstop—or London to Cairo with fuel to spare.

25—the regulations that apply to the next generation of commercial airline jets. No other business jet now flying has had to undergo such close scrutiny. New materials and "double safe" con-

struction techniques have also given Citation III an airframe that is lighter, yet kilogram for kilogram, stronger than conventional aircraft.

One of the most visible improvements to come from Citation III's development stage is a new, wider, one-piece cabin door. Unlike the clam-shell design found on many jets, you don't have to swing up through it like a gymnast. Citation III's stairs are at a comfortable angle, well lighted, with a solid, built-in handrail.

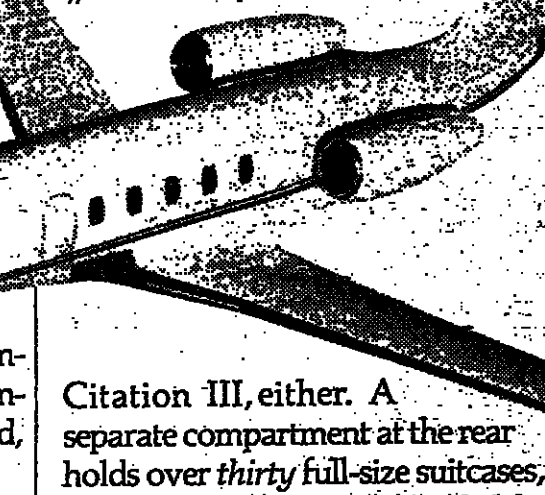
An intercontinental cabin

Once inside, you will notice Citation III's passenger compartment is exceptionally spacious and comfortable. The cabin is fully 5.4 meters in length. Citation III also gives you standup headroom. So you can stretch your legs and move around in flight.

Thoughtfulness for the passengers shows up in other ways, as well. The elegantly appointed lavatory is the full width of the cabin and also has standup headroom.

Your baggage is never underfoot in

Efficiency breakthrough: The 10-passenger, 870 kph Citation III is almost as miserly with fuel as Cessna's Citation I—the most fuel-efficient business jet in the world.



Citation III, either. A separate compartment at the rear holds over thirty full-size suitcases, bags and briefcases. Luggage is loaded through an outside door, not lugged up through the cabin, or through the emergency hatch as on some other jets.

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CESSNA/CITATION

With certification fast approaching, production of delivery models is already underway on our new five-million dollar assembly lines.

Plans for expansion 'will urge more active EEC borrowing'

BY TERRY DOBSON IN PARIS

THE FRENCH plan for a European expansion programme, due to be presented officially next week, is expected to advocate more active EEC borrowing policy, as well as measures to stimulate and co-ordinate industrial development in the Community.

According to the Paris daily *Le Monde*, the plan also goes into detail on previously-voiced French ideas for a concerted attack on unemployment, investment in the energy sector, and the improvement of co-operation with the Third World.

The French Cabinet put the finishing touches to the plan at its meeting on Wednesday. It will be formally announced at the Prime Minister's residence next Tuesday, in a demonstration of the importance the new Socialist administration attaches to the proposals.

In framing this appeal for joint European action, the French Government is underlining its belief that the EEC member nations have a common interest in tackling problems such as inflation and unemployment.

But, at the same time, the Government is convinced that some of its ideas for reform in France, such as the reduction of the working week to 35 hours, can only be effectively imple-

mented if other countries fall into line at the same time.

While avoiding the delicate question of financing, the report says that the EEC should make greater use of its borrowing powers to raise money for specific investment projects. These funds should be spent, the French suggest, on energy, economic, regional development and research and technology.

On employment, the report advocates more use of the EEC's social fund for schemes to create jobs and reduce working hours. Government should also make greater efforts to encourage cooperation from both sides of industry at the European level, it adds.

In the industrial field, the French propose active collaboration in the development of new sectors, while reducing the barriers on trade which result either from technical regulations or from public buying policies. They also suggest that a boost should be given to joint research projects by linking laboratories in cross-frontier agreements.

On energy, the plan not only goes further in support of new economic techniques, but also advocates the development of methods to produce fuel from vegetable matter.

Thyssen optimistic on steel outlook

DUSSELDORF — Thyssen, West Germany's leading steel producer, is "significantly more optimistic" about the outlook for steel than at the end of last year, Herr Heinz Kriwet, chief sales executive, said.

In an interview in *Handelsblatt*, a financial newspaper, he said he expects West German crude steel output to rise by 4 to 6 per cent in 1982 from the about 40m tonnes anticipated this year.

This optimism is based on the expected economic improvement at home and worldwide, Herr Kriwet said. Reuter

Gibraltar move

THE UK Government may try to reverse a House of Lords decision to give citizens of Gibraltar full status under the controversial Nationality Bill. Lord Belsford, under-secretary, Home Office, said yesterday that he did not rule out the possibility. The government's view on citizenship of "British dependent territories" had not altered since the summer, the Press Association reports.

Election threat lifted

The threat of a Danish general election in the immediate future was removed definitively yesterday, Hilary Barnes reports from Copenhagen. The Social Democratic minority government and the three centre parties which usually support it presented a joint resolution to the Folketing, calling for provision of capital to industry at lower interest rates.

Vatican pay claim

Leader of the Vatican's 1,500 lay employees have agreed to seek larger cost-of-living pay increases for next year, according to officials from the group representing the workers. The Association of Lay Vatican Workers, which serves as the workers' union has approved a platform for negotiations. The group called for an unlimited number of 3 per cent salary increases each year linked to the cost of living. AP reports from Vatican City.

WHY THE BUNDESBANK CUT ITS 'SPECIAL LOMBARD' RATE

Burden on W. German industry eased

BY STEWART FLEMING IN FRANKFURT

EVER SINCE Herr Karl Otto companies competitive.

While the immediate practical impact of the decision in terms of the cost of money to bank customers may be small, the symbolic significance of this move is undeniable.

By signalling that it thinks the worst may be over for the West German economy after two difficult years, the central bank's decision should boost business confidence. It will raise hopes that West Germany can look forward to the steady decline in interest rates which Chancellor Helmut Schmidt predicted on Tuesday.

Whether these hopes are fulfilled, however, will depend in part on whether the Bundesbank is right in its judgment that there is more to be gained by cutting the Lombard rate than by fighting inflation to the point where success is certain.

In support of the Bundesbank's move, it can be said that the dangers of pressing on unrelentingly with the present policy are considerable while the prospects of a successful shift of course have not looked better since Herr Poehl took office.

In the past few months the rate of unemployment, bankruptcies and the cost of money have all hit their highest levels in almost 30 years. Some sectors of the economy are willing under the pressure of a shrinking gross national product—GNP fell by 1.1 per cent in the first six months—and bank borrowing costs for companies, which have more than doubled

from 7 per cent to 15 per cent since the beginning of 1979.

Real consumer spending in 1981 is likely to be down in West Germany for the first time since the war. Retailing and the construction industry are being hit hard and domestic industrial orders have been flat for 12 months.

The banking sector, the fulcrum of the West German financial system, has been through two years of falling profits, its capital eroded by securities write-offs which in 1979 and 1980 totalled DM 5.5bn according to the central bank's estimates.

Until the bond market rally of the past month, which has taken yields on top quality, ten-year bonds from 11 per cent to around 10 per cent, the banks were facing further heavy securities losses.

Many were becoming cautious, uneasy about some of their lending to companies which, by U.S. or British standards, have a relatively low equity capital base.

Alongside the problems which a protracted period of recession and high interest rates pose for the corporate sector, the central bank cannot ignore the implications of mounting unemployment, which has already put 1.25m West Germans out of jobs—the highest September figure since 1932.

There are predictions that the figure could rise to 1.7m next year. Youth unemployment is a particular problem, especially with signs of growing political

alienation among young people in West Germany.

West German democracy is young, and no West German politician or central banker is anxious to follow Mrs Margaret Thatcher's example in testing the limits of its tolerance. It is recognised too that one of West Germany's greatest economic advantages in the post-war period has been relatively good labour relations.

There are fears about the impact of mounting unemployment on the mood of the shop floor. The central bank is aware that it needs public support to sustain its policies, and that if its support wanes there will be a growing danger of action in Bonn to stimulate the economy.

The Bundesbank believes that the current account deficit, which hit DM 30bn (£15.7bn) in 1980 after a surplus of DM 18.5bn in 1978, is beginning to improve, in spite of the August setback.

The capital accounts are stronger too. International investors, it seems, are no longer so infatuated with U.S. dollar securities and U.S. interest rates, at least in the short-term money market, have been falling substantially. Thus the risk that cutting West German rates will hit the D-mark on the foreign exchanges is much lower.

The revaluation of the D-mark last weekend within the EMS is hoped will also boost international confidence in the currency.

It is in the area of inflation that the central bank is taking



Herr Otto Poehl... Bundesbank president

its greatest risk. In September, the cost of living accelerated again to 6.1 per cent compared with a year ago. In the next few months the Bundesbank will be watching the inflation figures closely for signs that the stronger Mark is combating inflationary pressures.

With conditions in world financial markets so unpredictable, moreover, the central bank is unlikely to keep on pushing its administered interest rates down rapidly before there are clear signs of inflation being brought under control.

French Assembly backs future role of reactors

BY OUR PARIS STAFF

THE FRENCH National Assembly has overwhelmingly supported the Socialist Government's energy policy, ensuring an important role for nuclear power in the future.

The victory, by 351 votes to 67, is a personal triumph for M. Pierre Mauroy, the Prime Minister. He set out to seek a compromise solution between the widespread support within the Socialist Party for a radical cut in nuclear stations, and the all-out nuclear programme of the previous government.

Under the new 10-year policy, work will begin on six nuclear reactors in the next five years against nine in the last Government's programme and the four advocated by the Socialist Party's energy experts.

The Communist Party, which supports the Socialists in the Assembly, but which is more pro-nuclear, wanted seven reactors to be started.

The Government's plan means that by the end of this decade, the output of the nuclear industry will fall to around 60 to 65m tonnes of oil equivalent as against 73m in the programme it inherited.

There is no doubt that the modesty of the nuclear power reduction has caused bitterness and disappointment among several of the Government's supporters.

Schmidt plans to cut budget cash

BY DAVID HOUSEGO IN LATCHÉ, SOUTH-WEST FRANCE

CHANCELLOR Helmut Schmidt revealed yesterday that he had told President François Mitterrand that West Germany intended limiting its contributions to the EEC budget.

Leaving no doubt about the seriousness of West Germany's intentions, Herr Schmidt told reporters here that he had made his views clear to the French President.

Both leaders were anxious yesterday to demonstrate the warmth of their personal relationship. It is their fourth meeting since President Mitterrand came to power.

But Mr Schmidt reacted

sharply to a question about a Franco-German axis, describing it as "an abominable expression." M. Mitterrand, while saying that it was wrong to have a situation in which France and Germany played a magisterial role in the Community, said the relationship was evidently a "privileged" one.

An important part of the purpose of holding the meeting at M. Mitterrand's secluded house in the wooded countryside of south-west France, was so the leaders could get to know each other better.

European issues in the perspective of the London summit at the end of November

dominated yesterday's discussions. M. Mitterrand outlined French proposals—ratified at a Cabinet meeting on Wednesday—for promoting the recovery of Europe's economies, which are being circulated to other European Governments in advance of the summit.

A French Government spokesman said there had been thorough discussions of the budget.

M. Jacques Delors, the French Finance Minister, who joined the heads of government for lunch, said beforehand that the problem of the imbalance of Britain's net contribution had to be tackled.

UK support for nuclear deterrent emphasised

BY ROBERT MAUTHNER

MR. DOUGLAS HURD, Britain's Minister of State for Foreign and Commonwealth Affairs, yesterday emphasised the British Government's support for a national nuclear deterrent as part of the Western alliance's strategy to persuade the Soviet Union to make concessions on disarmament.

"We believe that the policy of deterrence is the best way of preventing war," Mr Hurd said in an address on nuclear weapons at the Royal Institute of International Affairs in London.

However, if negotiations with

the Soviet Union on the reduction of Theatre Nuclear Forces (TNF) were to maintain and, if possible, enhance the Western countries' security, four basic requirements must be met in the British government's view:

- the negotiations must be well enough defined in scope for their consequences to be calculable.
- reductions of arms must be balanced.
- arms control agreements should be binding.
- all arms agreements should be adequately verifiable.

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OVERSEAS NEWS

Thunder on the right for Botha

By J. D. F. Jones in Johannesburg

THE good showing of the Hertzog National Party (HNP) in this week's parliamentary election in Pletburg has confirmed that the South African Government of Mr P. W. Botha is going to have to live with an established right-wing white opposition party.

Dr Dare de Villiers, the Minister of Industries, Commerce and Tourism, won the seat without trouble. In spite of a strong effort by the Government National Party, however, Dr de Villiers could not dent the 13 per cent vote of the Hertzog National Party. The Nationalists failed—in their own stronghold of the western Cape—to win back the disaffected voters of last April's general election in spite of Mr Botha's recent soft-spokenness on the reforms he favours.

The well-known battle between *verligte* (enlightened) and *rekrant* (conservative) will no longer be waged only within the confines of the National Party. It is out in the open between Nationalists and the breakaway HNP. This Party is now certain it will continue as a magnet to other Nationalists who feel unhappy about any relaxation of hardline apartheid.

Although Mr Botha's electoral position seems unassailable, he will find it hard to ignore the backlash his policies have created, and his awareness of the new right wing may affect all the important political issues facing the South African government, including constitutional change, black homeland development, and the future of South East Africa/Namibia.

The HNP has been riding high since the April election when it shocked the Government by winning nearly 200,000 votes. Although it won not a single parliamentary seat, it increased its share of the vote from 3.2 per cent in the 1977 poll to 13.35 per cent. The defections from the National Party, plus the suspected drift of some United Party "middle ground" voters across to the Right, must have been largely responsible for the Government's subsequent faltering on the road to reform.

Since April, the defections have continued. The HNP won a seat on the Pretoria council and its leader, Mr Jaap Marais, has been bold in his claims of wholesale desertions by the traditionally loyal National Party voters.

The Prime Minister has termed the HNP's policies unrealistic, irrational and racist. The party promises to end "forced racial integration," return to the principles of the former Prime Minister, Hendrik Verwoerd, cut spending on the blacks and their homelands, and even "retake South-West Africa for the whites" if the Government continues with its programme for a negotiated Namibian independence.

While the HNP is by far the most important of the right-wing organisations, a new alliance has just been formed which brings together four others and, by straddling a range of opinion from the Pretoria intellectual to the neo-Nazi, may win a certain influence.

This alliance is called Action—save white South Africa. Its fundamental policy is the "indefensible right of the whites to rule." The member groups are:

● The National Conservative Party, led by the disgraced former Cabinet Minister, Dr Connie Mulder, who once had the chance of being Prime Minister. Dr Mulder seems to have realised that his party cannot go far on its own and is said to be interested in climbing on board the HNP bandwagon.

● The Afrikaanse Weerstandsbeweging, that is the "Afrikaner resistance movement." This is an unashamedly neo-Nazi, complete with a motor-cycle brigade in leather jackets, the Stormvolk.

● The Aksie Eie Toekoms—literally "action-own future"—is more interesting. It is a recently-formed pressure group of right-wing Afrikaner intellectuals and apparently attracts a more subtle and influential member, often from inside the establishment and even from inside the Broederbond, the all-important Afrikaner cultural and political secret organisation.

Finally the alliance includes the Koppie Kommando—an organisation of Afrikaner women who appear in traditional dress to convey their commitment to the old ways of the veld.

To the outside world, it would seem wise for Mr Botha to cut his losses and let the "wild men" go, while making the middle ground his own. The trouble is that all Afrikaner politicians have an inbred horror of splitting the veld. If the choice is between Afrikaner unity and *verligte* reform, "P.W." will be a brave man to go—unmistakably and irrevocably—for reform.

Reagan may step up delivery of arms supplies to Egypt

BY REGINALD DALE, U.S. EDITOR IN WASHINGTON

PRESIDENT Ronald Reagan may step up the financing and delivery of U.S. arms to Egypt as a measure of support for Vice-President Hosni Mubarak, the country's new leader, the Pentagon said yesterday.

Egyptian leaders have frequently complained at the slow pace of credits and deliveries of weapons bought from the U.S. The issue was raised again with Mr Reagan by President Sadat during his trip to Washington in August.

Since 1978, the U.S. has agreed to sell Egypt about \$3.5bn (£1.9bn) worth of weapons and equipment to replace Soviet arms that have aged since Cairo broke with Moscow in 1972. Another \$500m worth is in the pipeline for the fiscal year that began on October 1.

But credits to allow Egypt to

pay for the weapons have only reached \$2bn. An additional credit of \$900m, currently before Congress, would still not be enough to cover all the orders so far, not counting the sales expected in the 1982 fiscal year.

The equipment has also been slow to reach Egypt. Of the \$3.5bn order so far, only about \$1bn has been delivered, and half of that was accounted for by old F-4 Phantom transfers from an American squadron in 1979 as a gesture of support for Mr Sadat.

Apart from the need to give strong support to Mr Mubarak, the Pentagon is also anxious that he should not change his mind about U.S. plans to use Egypt as a major staging post and training group for the American Rapid Deployment Force.

Mubarak describes the last few minutes

CAIRO: Mr Hosni Mubarak, the Egyptian Vice-President who

was sitting next to President Sadat on the reviewing stand during Tuesday's funeral military parade, described yesterday how they were watching the aerobatics when he sensed the President was standing. "I stood up too and to my horror and disbelief, I saw a man throw a grenade at the stand, and then gunfire broke out," Mr Mubarak said.

"I was hurled to the ground and so was the president, but I could not believe my eyes. The President was taken away in a helicopter and I made my way into town in a presidential car."

Mr Mubarak said the attackers were "led by a Moslem fanatic" and that they were being

interrogated. He did not go into details.

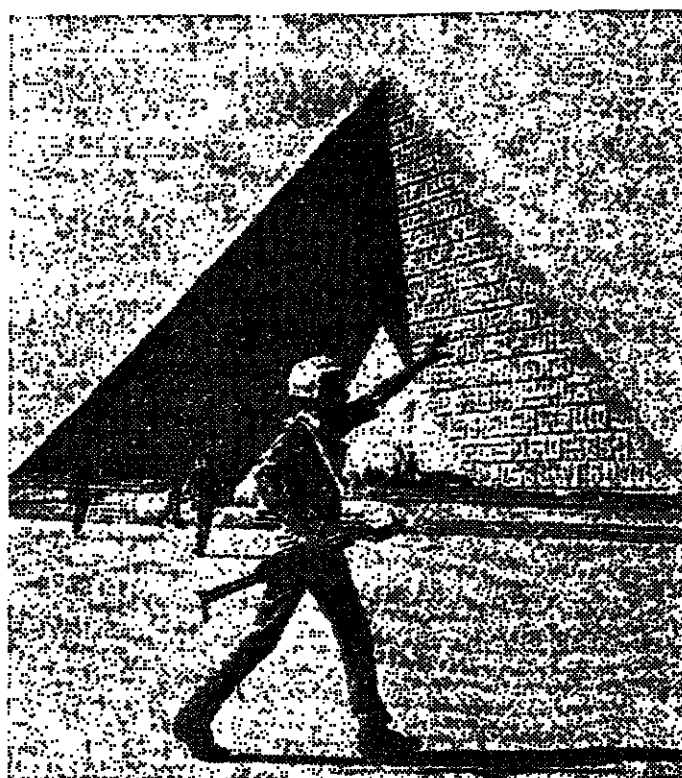
"There is a long story behind all this but I prefer to wait till the interrogation is completed," he said.

The newspaper Al-Akhar quoted the Defence Minister, Gen Abdel Halim Abu Ghazala, as saying two of Mr Sadat's four assassins were civilians who had spoken to the military parade. Mr Mubarak would not comment.

Asked whether he expected any Libyan attempt to exploit the situation through an attack on Egypt or Sudan, he said: "I hope no country will try any moves to harm its neighbours."

Egypt is linked to Sudan, its southern neighbour, with a defence pact.

After a 30-minute meeting



Egyptian soldier warns off onlookers at the Tomb of the Unknown soldier where President Sadat will be buried on Saturday.

with Herr Hans Dietrich Genscher, the West German Foreign Minister, Mr Mubarak said he had reiterated Egypt's determination to continue the U.S.-sponsored peace efforts in the Middle East, the normalisation of relations with Israel, and to honour all its international obligations.

"It is a train and it has to go on," Mr Mubarak said. "The wheels must not be allowed to stop. The road is clear and the policies we have undertaken must continue."

Mr Mubarak said Mr Sadat would be buried on Tuesday on the spot where he was shot to death. He said the procession would start from a mosque near the parade grounds and would continue to the mausoleum that is being

built for President Sadat.

He indicated security precautions were a factor behind not staging the funeral procession through the main streets of Cairo as was the case for Mr Sadat's predecessor, Gamal Abdel Nasser.

An estimated 5m Egyptians crowded the streets of the Egyptian capital during Nasser's funeral and foreign dignitaries were pushed and shoved as the grieving mobs swarmed behind the coffin.

"We do not want anything to happen to foreigners," Mr Mubarak said. "We want it to be a calm funeral without problems. It will be a popular and at the same time a dignified state funeral befitting the late President." AP

U.S. spent millions on security for Sadat

B David Buchan in Washington

THE U.S. spent several million dollars over the past seven years in an ultimately fruitless effort to try to ensure the personal safety of the late President Anwar Sadat, Government officials have revealed.

Assistance from Washington ranged from training by the U.S. Secret Service of the Sadat Presidential Guard, President Nixon's gift of a \$3m armoured-plated helicopter, to the occasional visit to Egypt of a U.S. A-106 radar aircraft to provide the late President with warning cover when he was making air trips in and out of the country.

According to the New York Times, the U.S. was at one point prepared to offer more than \$100m to protect the life of President Jimmy Carter was reported to have made plans with Mr Sadat, Saudi leaders, and former President Valéry Giscard d'Estaing of France for some covert action against Mr Sadat's bitter enemy, President Muammar Gaddafi of Libya. But this was apparently shelved after President Giscard lost power last spring.

The Egyptian Presidential Guard was in little evidence when the assassins opened fire on Mr Sadat in the reviewing stand, only very belatedly returning fire after the carnage. But as early as 1974 there was an informal training programme between the U.S. Secret Service and the Egyptian Guard.

Private security firms in the U.S. had also been consulted in the past two years on the provision of bullet proof clothing for Mr Sadat (which he refused to wear).

Cost of Brazil's nuclear energy project doubles

BY ANDREW WHITLEY IN RIO DE JANEIRO

THE COST of Brazil's controversial nuclear energy programme has risen to \$24.5bn (£13.6bn), the official estimate, largely because of the high cost of borrowing.

The latest costing of the plan to install 11,000 MW of nuclear power by the end of the century was released yesterday by Nuclebras, the State agency in charge of the programme. Calculated at 1980 prices, it includes anticipated financial costs and the acquisition of the full fuel cycle.

The figures were released in response to the publication of leaked official documents apparently showing that overall spending could reach \$36.5bn, nearly two-thirds the size of Brazil's foreign debt.

According to Nuclebras, the direct cost of the eight nuclear power stations under order from Kraftwerke Union of West Germany will be \$13.6bn, while spending of a further \$4.4bn is anticipated on fuel enrichment and reprocessing facilities. Excluded is the

cost of Angra-1, the Westinghouse reactor now coming on stream.

Financial costs during the period of construction will add a further \$6.5bn to the total bill, although Nuclebras points out that three-quarters of all spending will be in cruzeiros. It said that the foreign debt incurred by the nuclear programme to date was only \$688m.

Critics say that the nuclear programme is too expensive and wastes scarce resources at a time of national belt-tightening. Nuclebras has usually produced more conservative cost estimates than other Government organisations.

A second, equally potent criticism is that the nuclear programme is financially ruining the federal and State organisations involved. It is said that Electrobrazil, the State electricity utility, will have to pay Cr 110bn (\$55.1bn) on servicing its foreign debt this year out of anticipated revenues of Cr 197bn (\$179bn).

Reagan's tax scheme hits Senate trouble

BY REGINALD DALE, U.S. EDITOR IN WASHINGTON

PRESIDENT RONALD REAGAN'S \$18bn (\$8.8bn) tax reform and spending cut plan for the 1982 budget, barely two weeks old, has met its first problems.

Republicans in the Senate, while not contesting the need for spending cuts between now and 1984, want to allow for bigger defence spending cuts and higher tax increases.

The Republicans, including Senate appropriations committee, are said to want to double Mr Reagan's proposed \$32bn defence cuts in fiscal year 1982, which began on October 1.

They are also considering a proposal to raise excise taxes on items such as beer, wine, spirits, cigarettes and petrol to raise an extra \$20bn in taxes by 1984, against the \$13bn Mr Reagan is seeking by closing tax loopholes.

"They do not want to alter the overall three-year programme for a 25 per cent cut in income taxes, but they are beginning to talk of possibly deferring the second, 10 per cent cut, due on July next year."

Mr Peter Domenici, Senate budget committee chairman, said there was "great consternation that the President's plan won't work."

Senator Mark Hatfield, chairman of the appropriations committee, said the Republicans want an adjustment in indexed cost-of-living increases in all benefit programmes, including social security, instead of Mr Reagan's proposed 12 per cent across-the-board cut in most federal programmes except defence.

Mr Reagan dropped a plan to defer indexed cost-of-living increases for social security recipients next year.

Thatcher gives £2m in aid to Afghan refugees

BY OUR FOREIGN STAFF

MRS MARGARET THATCHER, Britain's Prime Minister, yesterday committed £2m in humanitarian aid for Afghan refugees during a 16-hour visit to Pakistan which included talks with President Zia ul-Haq, and a helicopter visit to a refugee camp close to the Afghanistan-Pakistan border.

Mrs Thatcher, the first Western leader to visit Pakistan since the Soviet military occupation of Afghanistan almost two years ago, received a lavish welcome in the capital of Islamabad when she arrived from the Melbourne Commonwealth meeting.

British officials said the

Prime Minister's visit is designed to show Britain's support for Pakistan's firm line against the Soviet-backed Government in Kabul.

While visiting the Nasir Bagh refugee camp near the Afghan border Mrs Thatcher said she was "absolutely determined" that as long as Soviet troops were in Afghanistan, she would never let the Kremlin forget it.

"We will constantly remind the Russians that it is totally unacceptable," she told reporters.

The £2m aid committed yesterday is in addition to £5.8m already committed. About 2.4m Afghan refugees are thought to have settled in Pakistan.

Asean 'requires \$33bn for investment in energy'

BY ASBY TAN IN MANILA

THE five member states of the Association of Southeast Asian Nations (Asean) require \$33.1bn in investments in the next four to five years in oil and gas related development, according to a report by the Asian Development Bank released yesterday. This amount is equal to 25 per cent of the region's collective gross national product.

Asean, which groups Thailand, Malaysia, Singapore, Indonesia and the Philippines is a net exporter of oil and gas, with reserves of 10bn barrels of crude and over 50 trillion (million million) cubic feet of natural gas.

In reviewing Asean's short-term strategies, the Bank report

said the main sectors of investment are in exploration, increased refinery capacities and additional facilities for transport storage and distribution.

Asean expects private capital as well as international monetary agencies such as the World Bank and the Asian Development Bank to play an important role in investment. Oil companies would have to generate their own funds because of the higher risk factor, however.

For the same reason, the World Bank could only be a lender of the last resort in energy financing, Mr Eugene McCarthy, chief of the Bank's petroleum projects division, told a Manila conference on energy yesterday.

Poll pledge to cut tax in NZ

REFORMS which would cut

NZ\$880m (\$400m) of individual tax payments would be introduced if Labour wins the general election in New Zealand next month, Mr Wallace Rowling, Leader of the Opposition, said yesterday.

This would give a basic tax-free income and would reduce the current income-tax level paid by everybody in New Zealand.

Under Labour's tax policy, nobody would pay tax on income up to the first \$60 a week in addition:

● Any man or woman supporting a non-working spouse could earn \$72 a week tax-free.

● Any family with one child would have \$130 a week without tax.

● For every extra child the family income would increase by \$10 a week before tax.

Labour would regain the loss of revenue by charging a penalty on the purchase of overseas funds and would also clamp down on tax evaders. But a Labour government would provide much greater support for families with school children and provide a basic income free of tax, said Mr Rowling. Overtime and shift work earnings would qualify for rebates.

Gandhi arrives

PRIME MINISTER Indira Gandhi, the first Indian Head of Government to make a State visit to the Philippines, arrived in Manila yesterday amid tight security prompted by the assassination of President Anwar Sadat of Egypt, AP reports from Manila.

Visit by PLO leader embarrasses Japan

BY RICHARD C. HANSON IN TOKYO

JAPAN has been placed in a highly embarrassing situation by the scheduled arrival in Tokyo on Monday of the leader of the Palestinian Liberation Organisation, Mr Yasser Arafat, less than a week after the assassination of President Anwar Sadat.

The Arafat visit is "unofficial," as the Foreign Ministry took pains to stress yesterday. However the PLO leader will meet both Prime Minister Zenko Suzuki and Foreign Minister Sunao Sonoda for discussions which will clearly have considerable diplomatic significance. Originally Mr Arafat's three-day stay in Japan was to have been "balanced" by an official visit by President Sadat in November.

Japan's authorities have noted statements by the PLO "welcoming" the assassination of President Sadat and are expecting similar statements to be made in Tokyo. To avoid suggestions that the Japanese Government condones the PLO viewpoint, the Foreign Ministry yesterday issued a carefully worded briefing paper emphasising the unofficial nature of Mr Arafat's trip. "It is not correct to assume that he will be received as a semi-official State guest," the paper said.

Mr Arafat has been officially invited by the League for Japan-Palestine Friendship, an organisation formed by members of the Japanese Diet (parliament). The Foreign Ministry does, however, consider the trip to be a "valuable opportunity" to exchange views directly with the PLO chief.

Mr Suzuki and Mr Sonoda (who is now in Cairo for Mr Sadat's funeral) will tell Arafat that the PLO should adopt a



Mr Suzuki . . . talks with Mr Arafat

"practical, moderate and constructive" attitude toward the Middle East conflict.

AP adds from Tokyo: The assassination of President Sadat may delay Japanese plans to increase development aid to Egypt. A Foreign Ministry Official said Mr Sadat was to have made a State visit to Japan on November 9.

Japan received Egypt's formally detailed request for aid on Wednesday—just after the assassination. Egypt asked for aid for agricultural projects in a food security programme, for a project to deepen and widen the Suez Canal over the next five years, for assistance in telecommunications and other industrial projects and for commodity aid for balance of payment support.

Gilt begins to wear from Pinochet's economic gingerbread

BY HUGH O'SHAUGHNESSY, LATIN AMERICA CORRESPONDENT



There are fears that the Government of Gen. Pinochet, shown reading his oath of office, may have overborrowed recently

For international bankers, Chile has become vastly more creditworthy. Chilean borrowers, public and private, in the year to August fished a minimum of \$1.581m out of the

euro-currency pool. The Chilean central bank estimates that the gross foreign debt, public and private, was \$11.2bn at the end of last year, up nearly \$3bn on the previous year.

The campaign to attract new foreign fixed investment has been less of a success. Excon has certainly been tempted to make a major investment in copper but as Prof. Carlos Diaz

Alejandro of Yale commented in a recent paper, "Post-1973 Chile has witnessed only modest inflow of transnational investment, in spite of almost pathetic invitations from host authorities. One thing is to lend other people's money and another is to commit one's equity when the stability of the rules of the game may depend on one person's heartbeat."

Encouraged by foreign bankers' funds, the economy has expanded satisfactorily over the past few years. Growth averaged 9 per cent in 1977-78, 8.2 per cent in 1979 and 6.5 per cent last year. Estimates for growth this year range from 6 per cent to 8 per cent but even at the lower level, growth over the five years will be more respectable than in many industrialised countries.

Gen. Pinochet's Government has also done much to diversify Chile's export base. Copper used to provide about three-quarters of all export revenue. Last year copper accounted for only \$2.1bn of a total \$4.7bn. Other minerals, fish, farm products and timber are taking larger

shares of the export cake. Chile has been concentrating on developing sales of those goods for whose production it has natural advantages, while reducing tariffs so as to expose its indigenous industries to the full blast of foreign competition.

Industrial share prices have still responded enthusiastically. The index quoted by the IMF has risen 1,000 points since 1974 while the index for consumer prices has risen only 84 times.

But there are signs of strain. The collapse in June of Crav, a sugar refiner and one of the country's major companies was a blow to the confidence of businessmen, particularly those fighting competition from imports.

At the same time the balance of trade has slipped sharply into the red in the first half of this year. Exports came to no more than \$2bn against imports of \$2.6bn. This reflected a weakening demand for copper where Chile's output dropped by a quarter, and for fish and farm and forest products. The continuing import boom was shown in automobiles

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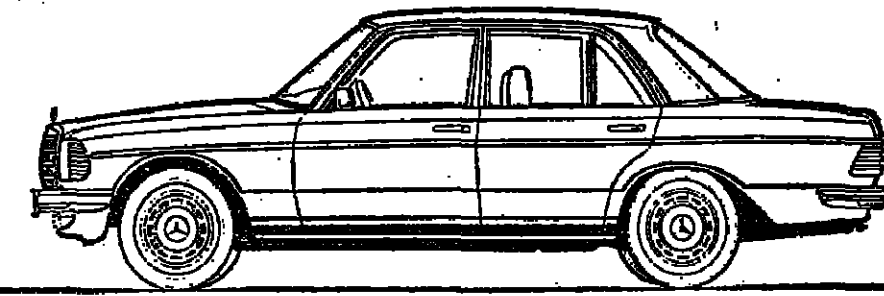
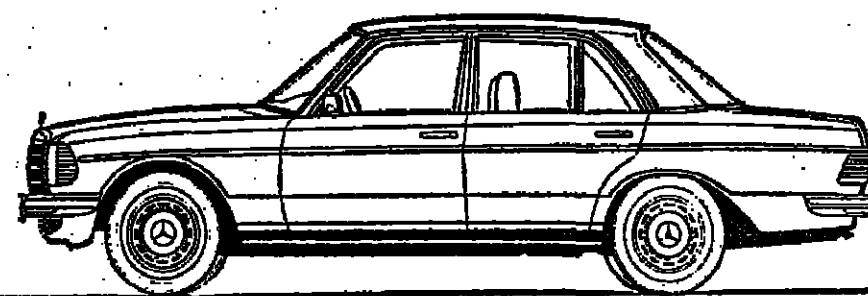
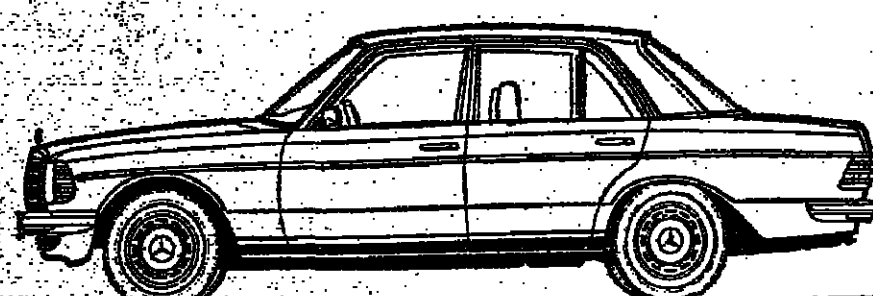
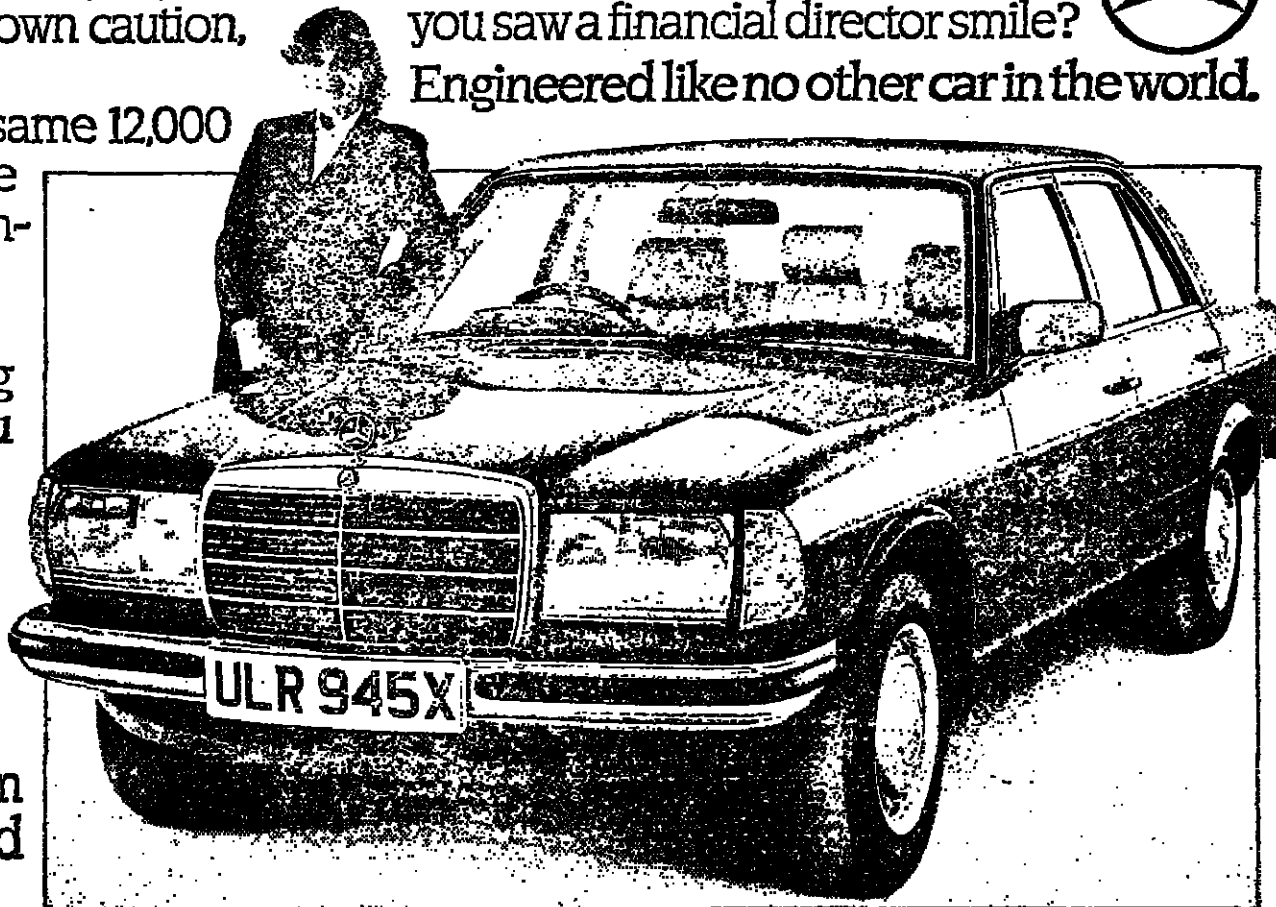
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*Official fuel consumption figures for the 200 urban cycle 22.6mpg (12.5 litres/100km) manual and 23.6mpg (12.0 litres/100km) automatic. At a constant 56mph 36.2mpg (7.8 litres/100km) manual and 33.6mpg (8.4 litres/100km) automatic. At a constant 75mph 28.6mpg (9.9 litres/100km) manual and 26.4mpg (10.7 litres/100km) automatic. For the 230E urban cycle 20.4mpg (13.8 litres/100km) manual and 21.9mpg (13.5 litres/100km) automatic. At a constant 56mph 33.8mpg (8.4 litres/100km) manual and 32.1mpg (8.3 litres/100km) automatic. At a constant 75mph 26.6mpg (10.6 litres/100km) manual and 25.2mpg (11.2 litres/100km) automatic. For the 280E urban cycle 16.5mpg (17.1 litres/100km) manual and 17.4mpg (16.3 litres/100km) automatic. At a constant 56mph 27.4mpg (10.3 litres/100km) manual and 27.1mpg (10.3 litres/100km) automatic. At a constant 75mph 21.7mpg (13.0 litres/100km) automatic.

WORLD TRADE NEWS

E. Germany orders cold rolling mill from Japan

BY LESLIE COLITT IN BERLIN

EAST GERMANY has ordered a \$65m (£36m) cold rolling mill from three Japanese companies—Mitsui and Co., Hitachi and Nippon Steel—to be built at Eisenhuettenstadt on the Polish border.

The deal was reportedly won over competition from Voest Alpine of Austria with the West German engineering company Schleiermann-Siemag as sub-contractor. It is the latest example of a West German company losing out to Japanese competition for East German industrial projects.

The contract for the turnkey mill was signed by Industrieanlagen-Import (IAL) of East Berlin and Mitsui and Co. as the general contractor.

Hitachi is to manufacture the equipment for the "six-hi" mill, which gets its name from the six huge hard steel rolls. Nippon Steel is acting as

technical consultant for the project. The cold rolling reverse mill will be installed at Eisenhuettenstadt, about 100 miles from Berlin, in 1983, and trial operation is to begin in late 1984 and is to be completed by March 1985.

It will have a capacity of 400,000 tonnes of sheet steel annually which will be used mainly in the East German durable consumer goods industry.

A representative of Mitsui said that this was the first six-roll mill that the Japanese were building in Europe.

Financing has been supplied by the Japanese Export-Import Bank, while East Germany is expected to pay in large part with exports of machinery.

Several West European companies were interested in the project but dropped out earlier in the negotiations.

Japanese companies have been awarded East German contracts worth \$237m this year and East Germany is expected to buy another \$550m worth of plant from Japan following a state visit to Tokyo in May by Herr Erich Honecker, the East German President.

Agencies add from Tokyo: East Germany produces 7m tonnes of steel a year in terms of crude steel while East Europe as a whole produces 64m tonnes a year.

In the past, Mitsui contracted to export to IAL a Y83bn colour TV tube plant manufactured by Toshiba in February.

Mitsui is now negotiating with IAL on export of Y100bn worth of methanol production facilities and a plant for upgrading crude oil worth Y40bn manufactured by Toyo Engineering.

Biffen sees big rise in exports to Iraq

By Our World Trade Staff

BRITISH exports to Iraq should top \$500m this year, Mr John Biffen, Trade Secretary, said in London yesterday on his return from a visit to Baghdad. Last year they were worth \$322m.

With the fall in oil exports to the UK from Iraq, this should mean a British trade surplus with Iraq for the first time in recent years.

"The Iraqi economy is proceeding in a way which gives hopes to UK exporters beleaguered by the recession, particularly at the heavy end of the engineering industry."

British contracts won in Iraq this year top £200m in value and there are over 120 UK companies at present exhibiting at the Baghdad International Trade Fair.

Of these companies, BICC has won an order for more than £1m worth of cables and accessories, bringing to a conclusion negotiations which have been taking place since February. GEC, BOC and NEI are also involved in negotiations for increased sales.

At meetings of the British-Iraqi Joint Commission, established under a joint co-operation agreement last June, Department of Trade officials sought to boost the claims of UK companies competing for business in the Iraqi power, energy and water supply sectors.

First tenders for supplies to the planned Baghdad metro railway system will go out next year and the officials backed the bids of GEC, Hawker Siddeley and Metro Cammell to provide electro-mechanical equipment.

Assael Rowe-Parr Consultants has won a \$7.5m (£4.1m) deal to provide safe harbour for 150 onshore berths, and 250 floating berths in Abu Dhabi.

UK TEXTILE CHIEF PRESSES EEC

Call for tougher stance on MFA

BY ANTHONY MORETON

A STRONG plea that the 10 member-Governments of the European Community should put pressure on the Commission to stiffen its stance in the coming Multi-Fibre Arrangement talks was made in Scotland last night by Mr Ian MacArthur, director of the British Textile Confederation.

"We look to the Community to stand firm in the MFA negotiations," he told the Galashiels Manufacturers' Corporation.

The British industry had already made "large sacrifices to help the Third World," he

stated, and he called on the EEC "to encourage other developed countries to share this responsibility more equitably."

The final round of talks leading to the renewal of the Agreement begins in Geneva on November 18 and it is hoped to have a settlement before Christmas.

The British industry is suspicious about the Commission's determination to negotiate what it considers to be a meaningful settlement.

British tariffs were the lowest in the developed world,

Mr MacArthur said, leading to many low-cost imports coming in duty free.

"By contrast, other advanced countries such as the U.S., South Africa and Australia impose tariffs or other restraints which make our system positively generous by comparison."

"One result is that the volume of low-cost import penetration of textiles and clothing in the U.S. is one-third that of our own."

Mr MacArthur's speech came against a background of controversy over proposals from the Commission setting out details of a

next textile imports regime, now being studied by member Governments.

These would seek to cut Third World producers' rising sales in the Community of low-cost clothing, especially those from Hong Kong, South Korea and Taiwan.

The document, containing these proposals, is to be put before EEC Foreign Ministers when they meet on October 26 and are certain to cause a clash between those who want to protect their industries from low-cost imports and those who want to liberalise trade.

Gould to sell Racial radio system in U.S.

RACAL ELECTRONICS and the Gould Company have agreed that Gould should market Racal's Jaguar Five-frequency hopping tactical radio system in the U.S. The agreement also gives Gould the right to manufacture the Jaguar Five system in the U.S.

Racal said the system is the first frequency hopping system in the world to go into production and be delivered to a number of countries.

Reuter

\$ exchange rate boosts Swiss chocolate exports

BY JOHN WICKS IN ZURICH

THE HIGH dollar exchange rate was responsible for a 28 per cent increase in Swiss chocolate exports in the first eight months of this year, according to the direct association Choco Suisse in Bern.

In the January-August period, these exports amounted to a value of SwFr 105.7m (£30m). Since prices were largely unchanged, growth was close to the 28 per cent booked for export volume.

The current exchange rate is

SwFr 3.50 to the dollar. It ranged between 4.0 and 4.50 to the dollar earlier in the year.

Apart from Switzerland's direct exports of chocolate, companies such as Interfood (the parent of Suchard and Tobler) or Lindt-Spruengli annually record large sales by foreign licensees. Most Swiss chocolate sold abroad is in the form of bars.

In Switzerland itself, domestic turnover has risen by only some 3 per cent this year so far.

Ericsson wins £9m Emirates telephone order

By Western Correspondent

L. M. ERICSSON, the Swedish telecommunications group, has received a £9m (£10m) order from the United Arab Emirates for a computer-controlled digital AXE telephone exchange.

The contract was awarded by Emirat, the telecommunications administration of the Emirates. It is an extension of an order placed by Emirat last year of roughly the same value, covering AXE switching equipment.

Attock Oil in Abu Dhabi offshore deal

By Ray Dafter, Energy Editor

ATTOCK OIL Company, a UK-based independent operator, has been awarded an offshore exploration concession in Abu Dhabi. The company expects to invest at least \$53m in the area.

The concession covers almost 1,562 sq kms on which Attock has agreed to drill a number of wells to an accumulated depth of at least 30,000 ft.

Attock has paid an initial \$3m for the 35-year drilling licence. The company said in London that it would invest at least \$50m over the next eight years.

Until last year, Attock Oil was a subsidiary of Attock Petroleum, now renamed Anvil Petroleum. Attock Oil now acts independently.

Border delays 'cost West Europe £218m a year'

BY CHARLES BATCHELOR IN AMSTERDAM

UNNECESSARY delays affecting international road hauliers at border customs controls cost the West European economy about £1 bn (£218m) annually, the two Dutch transport organisations claimed.

A major problem for road hauliers is the limits imposed by a number of countries on the import of diesel fuel in the tanks of lorries. The Dutch Hauliers' Commission (COG) and the Shippers' Organisation (EVO) said in their report.

Dutch companies account for one-third of all EEC road transport.

West Germany allows only 50 litres a lorry to enter duty free while France allows only 200

litres. Reporting and checking the amount carried and paying any duty causes long delays.

One country does not always recognise veterinary and health certificates issued by another. The working hours of the inspectors employed to check these certificates do not always correspond with the opening times of the customs posts. This leads to delays at the Austrian and Italian borders in particular.

The two Dutch organisations said a lorry driver often required 130 different documents.

They appealed to the Dutch Government to attempt to simplify customs procedures.

Mixed blessing for Weir Westgarth

BY MARK MEREDITH, SCOTTISH CORRESPONDENT

A SERIES OF desalination plant orders won by foreign concerns is proving to be something of a mixed blessing for Weir Westgarth, the Glasgow company that has developed much of the technology being successfully used by competitors or its own foreign subsidiaries.

In one such deal, Sumitomo Heavy Industries, the Japanese licensee of Weir, won a \$66m contract for the design and construction of a desalination complex in Qatar.

While details of the licensing agreement are not available, it is thought that Weir could earn as much as 10 per cent of the contract in royalties as well as further payments for technical assistance. Under the agreement, Sumitomo can draw on Weir's designs, processes, patents and technical assistance.

But in spite of the spin-off business for the Scottish company, the deal has been a disappointment, for Weir was placed in the bidding for the contract behind Sumitomo and Hitachi, also of Japan. It is understood that estimates for the work differed by only 2.5 per cent among the three top tenders.

Weir Westgarth has already built four desalination plants at the Ras Abu Fontas installa-

tion in Qatar and were hoping for the contract for the other eight in the next phase of the large power and water station development.

The Scottish-based company is looking for new contracts as it rounds off work on six desalination plants for the Dubai Aluminium Company.

While it is confident a new contract is in the pipeline, the Qatar deal would have provided Weir with the work it needs.

Nevertheless, Weir Westgarth sees the Sumitomo contract constructively as a victory for their design technology.

The two companies have collaborated in a number of earlier contracts, notably Jeddah III power and water station in Saudi Arabia.

But a look at Weir desalination plant orders shows that much of the group's recent business is going to either Sumitomo as a licensee or to

Weir Westgarth SA of France and Sotit SpA of Italy, which are Weir companies.

Sumitomo has built eight plants, all in the past two years. The French and Italian Weir companies have built over 20 since the late 1960s—most of them small units.

At the time of the reorganisation of the Weir group earlier this year, following a \$8.25m loss for the group, the company noted that Weir Westgarth had not secured any major new desalination contracts to follow those obtained prior to 1977.

With large contracts such as desalination works, contractors usually find they have a large cash inflow at the start of a project when the client makes a partial large initial payment and then, in the finishing stages, when the company has absorbed the full payment in sub-contractors to finish off the work.

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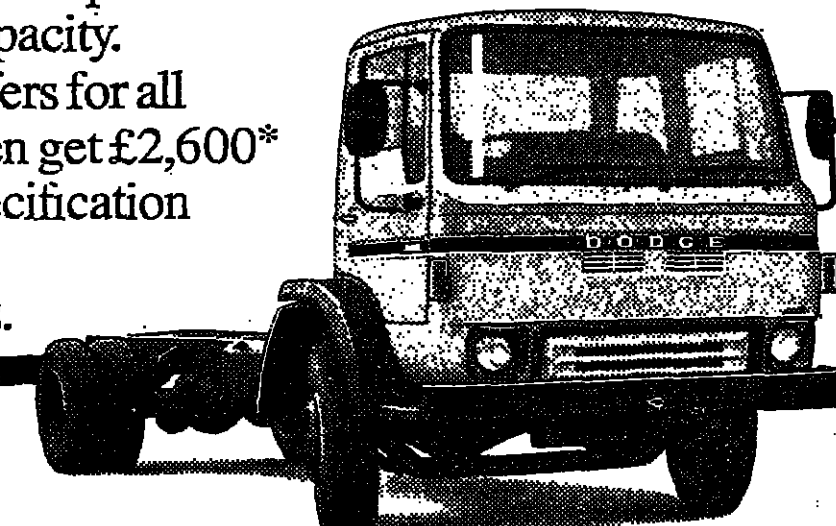
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Howe hits out at 'irresponsible' Tory critics

By DAVID MARSH

SIR GEOFFREY HOWE, the Chancellor of the Exchequer, yesterday delivered a strong rebuff to calls by Mr Edward Heath and other Tory dissidents for changes in the Government's economic policies.

Attempts to refocus the economy out of recession would mean "paying" an unacceptable price in inflation and unemployment, he said in Gordon.

The Government, like its critics, was "deeply anxious" about unemployment. But more jobs could be achieved only by maintaining the Government's policies. Borrowing had to be "restrained in order to curb inflation and bring down interest rates," he said.

Sir Geoffrey did not mention his name Mr Heath, who this week called for the Government to change course. But his speech clearly was meant as a rebuttal of the former Prime Minister's prescriptions for economic health.

Ridiculing calls by "well-known political figures" for higher public spending at the same time as lower interest rates, Sir Geoffrey said his critics "irresponsibly" in suggesting that there was a "magic" enabling Britain to escape harsh realities.

He attacked the idea that Britain could isolate itself from changes in the outside world, either through import controls or—a suggestion put by Mr Heath—through European currency restrictions to ward off the effects of high U.S. interest rates.

The question of Britain joining the European Monetary System, as Mr Heath recommended, was still being given "close attention." But it was "moonshine" to suggest that linking sterling to the scheme would enable Britain to spend its way back to full employment, said Sir Geoffrey.

Critics overlooked the fact that huge sums of money were moved around the world "at the flick of a computer terminal." No amount of European exchange controls or co-ordinated reflation with Britain's European partners—assuming agreed—could effectively shield sterling from international pressures, he went on.

There was nothing "outlandish" in the Government's methods of bringing down inflation. Successive governments had faced the need to restrain public borrowing and private credit through rises in interest rates.

Sir Geoffrey claimed the "fundamental truths" about the need for lower borrowing were recognised by responsible governments throughout the free world. "Yet in Britain they are still challenged," he said.

Critics failed to see that current world interest rates were produced by wide government deficits in many countries. He said: "To cut interest rates and at the same time borrow more would be to unlock the flood gates of inflation and drown the prospects for sustainable economic growth."

Inquiry on sinking of £5m oil pipes

By Ray Dafter, Energy Editor

A NORTH Sea oil operator — Hamilton Brothers—is investigating how two sections of pipeline worth a total of £5m, sank while under tow to the Argyll Field.

The company is also looking at ways of recovering and repairing the 10,000 ft sections, which sank in different locations during separate towing operations.

The accidents have delayed the production of up to 10,000 barrels a day of oil from a satellite well drilled near Hamilton Brothers' Argyll Field.

The company said it would investigate whether it would be worth salvaging the pipeline sections or whether to order new pipes. The flowlines were being towed 200 miles from the Wick yard of fabricators Kestrel Marine.

Hamilton Brothers said the identical pipeline sections would each be worth about £2.5m when installed between the Argyll Field's floating production platform.

Government to sell HGV stations

THE GOVERNMENT is to go ahead with its plans to sell the state-controlled heavy goods vehicle testing stations to the private sector "at the earliest opportunity," Mr Kenneth Clarke, the Parliamentary under secretary for transport, said in London yesterday.

Porcelain collection fetches £58,793

A COLLECTION of Worcester porcelain sold for £58,793 at Sotheby's Belgrave yesterday, with a top price of £1,900 for a pair of Royal Worcester figures.

SALE ROOM

By ANTHONY THORNCROFT

of a Japanese man and woman, dated 1875.

In the general ceramics sale a 1911-16 apple-green ground Royal Worcester service of eighteen pieces realised £2,950.

Government penalties 'would double' GLC transport rates bill

By LYNTON McLAIN, TRANSPORT CORRESPONDENT

LONDON domestic ratepayers can expect to pay substantially higher rates next year if the Government goes ahead with plans to impose penalties on local councils, Greater London Council said yesterday.

The GLC suggests in a paper by its Transport Committee that the costs on the domestic rates of supporting London Transport and its low fares could more than double.

The average domestic ratepayer in London pays a total of £1.31 a week for London Transport services. This includes 39p to pay for the 32 per cent cut in fares announced this week and 27p to cover the write-off by the GLC of the £48.2m forecast deficit for LT for 1981.

The total transport rate bill would rise to £2.65 if the Government restricts non-domestic rates to 15 per cent above current budget levels.

The transport rate forecast for 1982-83 would come down to £1.07 if the Government, as intended, withdrew its threat

to hold down non-domestic rates in favour of loading the rates more heavily on the domestic ratepayer, the GLC said last night.

The GLC said the total average transport rate bill for domestic ratepayers would drop to 81p a week if the Government decided not to impose a restriction on the block grant to the council, which on present figures would cost the GLC £100m next year.

The GLC, in its forecast on London Transport expenditure and constraints for next year, said the present £259m cost of LT to ratepayers could rise to £385m in 1982-83 as a result of planned increases in support.

The forecast is based on the assumption that rises in pay are restricted to 4 per cent and in prices to 9 per cent; that fares are kept at the levels of October 1981; that the Government impose a ceiling on non-domestic ratepayers; and the GLC lose £100m of block grants.

Legality of supplementary London rate challenged

By LISA WOOD

THE LEGALITY of the Greater London Council's supplementary rate, which is to pay for reduced bus and tube fares, is to be tested in court by commercial ratepayers.

The Westminster Chamber of Commerce is to bring action in two courts against the GLC and Westminster City Council claiming that the supplementary rates levy is illegal.

It has also told its 3,500 members that as individuals they could bring similar actions.

The first action, in the Crown Court, will be brought under Section 7 of the General Rate Act 1967, which enables anyone aggrieved by a rate demand to appeal against it.

Earlier this year the same section of the Act was invoked by BL Cars when it appealed against rate increases in Solihull, Coventry and Birmingham. The case, believed to be the first brought by a company under the Act, will be heard in November.

In the second action planned by Westminster Chamber of

Commerce, the legality of the GLC's supplementary rate will be questioned in the High Court. Similar action is planned by the Conservative-controlled London borough of Bromley.

The chances of such actions succeeding are thought slim under the current powers enjoyed by local authorities. However, under legislation being rushed through by the Government, local authorities in England and Wales would have their right to raise a supplementary rate limited.

Mr John Lindsey-Bethune, chairman of Westminster Chamber of Commerce which has premises in Regent Street, declined to say why the chamber thought the extra levy unlawful. "It would be rather stupid to disclose our case before we get to the High Court," he said.

This supplementary rate, could add another £100,000 to the bill of a large department store paying rates of up to £1m a year.

Tory MPs urge selective reflation to increase jobs

By RICHARD EVANS, LOBBY EDITOR

A GROUP of young Conservative MPs called yesterday for the Government to adopt a policy of selective reflation so that the problem of unemployment could be tackled alongside that of inflation.

The proposals, outlined in a pamphlet called Changing Gear, will be widely regarded as a direct attack on the Government's economic strategy, though its authors denied that this was their intention.

They see the pamphlet as a warning to Tory leaders that without a change of emphasis to take more account of the impact of unemployment on electoral prospects facing the Tories are bleak.

One major proposal, by the group of MPs from the 1979 intake plus one member of the

European Parliament, is to put an estimated £4bn to £5bn over the next two years into capital projects and to cut about £2bn of industry's costs by reducing employers' national insurance contributions.

It is also argued that it might be feasible to call for a temporary pay freeze in exchange for such a large package of specific investment projects.

The pamphlet says that Tories should never become too entangled with a particular economic theory.

"No-one can deny that in the last few years we have come close to abandoning our traditional approach to politics in favour of the belief that our job was to impose a certain type of economic analysis on the nation, to become a pres-

sure group for a particular economic theory.

Nothing should be further from the minds of Conservative leaders than such a task. In fact, one job of the Conservative Party is to protect our citizens from experiments by theorists whose beliefs can never be scientifically proved."

Since Britain had been through a period of disastrous inflation, the shift in emphasis toward counter-inflation policy was "inevitable and correct."

The task for the party now was to be quick enough on its feet to move the emphasis of policy, as inflation moderated, to recognition of the fact that the nation was likely next to see unemployment as the primary problem.

The authors stress that this

is not so much a criticism of policy in the period since 1979, but a warning that along with a counter inflation policy the party seems to have swallowed a political ideology with a danger of inflexibility.

The Government seemed almost to have spurned the hopes of consensus by the reason it had given for implementing policies. Its own propagandists had alleged that what was essentially middle-of-the-road counter-inflation policy was instead a revolution in economic and political management.

"Phase Two of this Government should now begin. There should be a shift of gear and an emphasis on construction rather than destruction, of the possibility of achievement

rather than on hard lessons to be learned, on progress rather than crisis.

"All this can develop easily enough out of what the Government has done. All we have to lose are the chains of what we have too often said."

The authors of the pamphlet are Mr William Waldegrave; Mr Michael Ancram; Mr Robert Atkins; Mr Jocelyn Cadbury; Lord Cranbourne; Mr Peter Fraser; Mr Tristan Garel-Jones; Mr Ian Lang; Mr Nicholas Lyell; Mr Richard Needham; Mr Christopher Patten; Mr Alex Pollock; and Mr John Watson, all Tory MPs; and Lord O'Hagan, an MEP.

Mr Waldegrave and Mr Lang have recently become members of the Government.

Rippon joins attack on 'divisive' economic strategy

By RICHARD EVANS, LOBBY EDITOR

MR GEOFFREY RIPPON, former Conservative cabinet minister, added his voice yesterday to demands for a change of direction in the Government's economic strategy and for a return to consensus politics.

His speech to the Cambridge University Tory Reform Group was similar in tone to the criticisms levelled at the Government by Mr Edward Heath, and underlines the growing divisions within the Tory Party over the economy.

Mr Rippon, MP for Hexham, said the alternative to consensus was confrontation. "It is our country, a whole nation, that faces the present economic crisis, not just one party or even one government."

Seeking the consensus ap-

proach meant a practical recognition of economic and social problems, rather than compromise.

"I believe that the only path in our internal politics is that we can tread in triumph in the middle way," he declared.

He said he had regarded the "particularly misguided" concept of monetarism as excessively simplistic, deeply irrational, inherently divisive and ultimately restrictive.

It was not a question of making U-turns but of responding to changing circumstance.

"Faced with an unacceptable level of unemployment aggravated by high interest rates that fuel public expenditure, penalise private enterprise and stifle

investment, we must have a change of direction," Mr Rippon declared.

Among his suggestions was the achievement of more stable exchange rates to restore business confidence.

Mr Rippon said Britain should play its part in creating a new international monetary order by negotiating to join a strengthened European Monetary System—a proposal advocated by Mr Heath earlier this week.

He argued that in tackling unemployment, too much emphasis still is being placed on schemes

aid, subsidies, and training. Investment expenditure continually is being cut rather than current expenditure, he said.

Mr Rippon also advocated the government's use of its powers as a client, particularly in the construction industries, to create national assets and assist areas with the highest levels of unemployment.

It was not possible to have both increased investment and wage increases unrelated to higher productivity or profitability.

Mr Rippon went on to attack the Government fiercely over the current battle with local authorities, warning against situations where actions which would be regarded as vicious if perpetrated by a Socialist government were somehow justified if undertaken by a Conservative administration.

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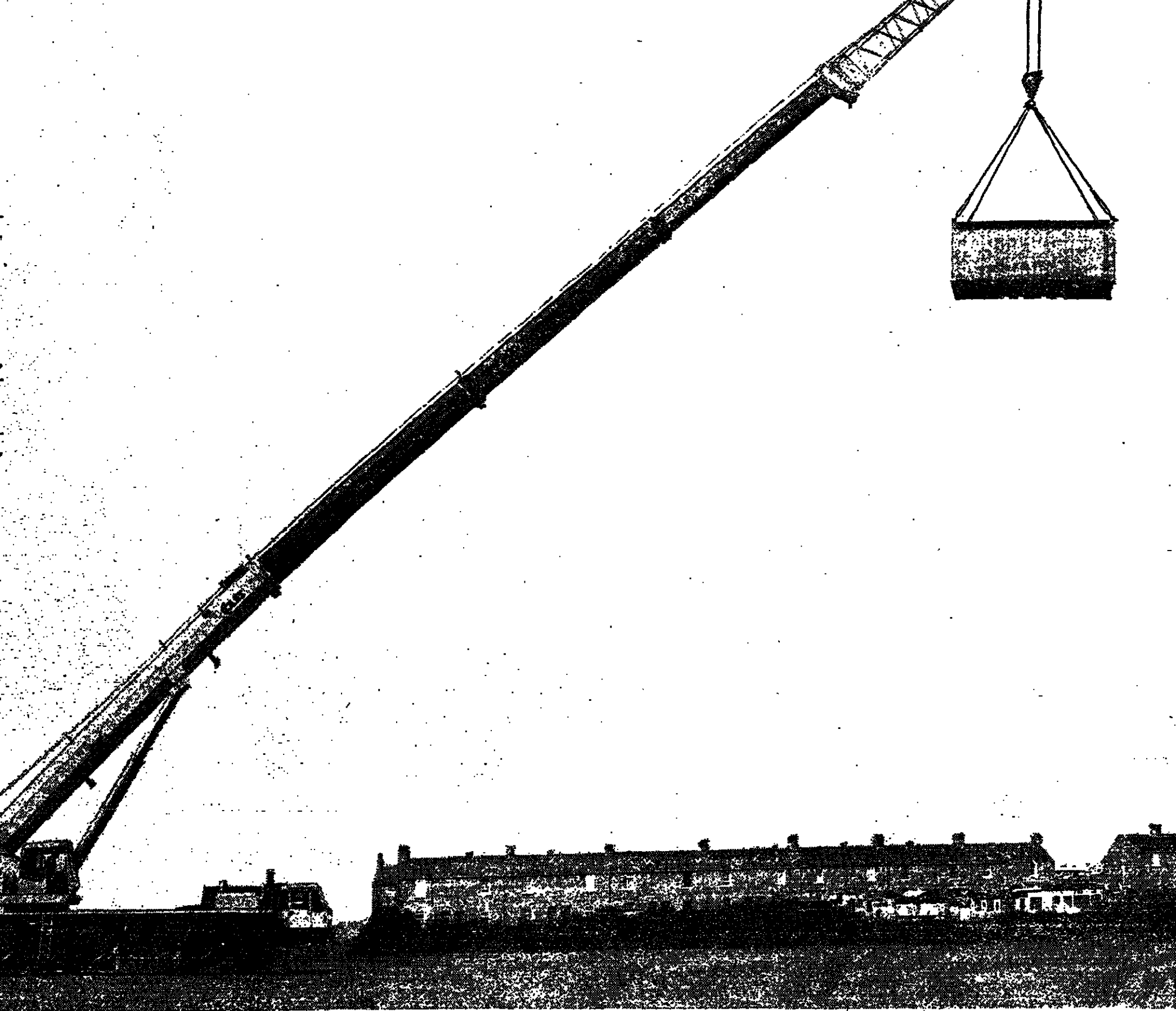
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UK NEWS

'Super computer' talks with Japan

BY GUY DE JONQUIERES

A TEAM of British scientists flies to Tokyo this weekend to try to determine whether the UK should accept a Japanese invitation to join in the development of very powerful "super computers" for the 1990s.

The team, led by Mr Reay Atkinson, an under secretary in the Industry Department's information technology division, leaves amid considerable uncertainty in Whitehall about Japan's true motives for courting British involvement in the scheme.

There are suspicions in London that the Japanese are only interested in plagiarising research in fields in which they are weak—particularly advanced computer programming—and have no serious intention of sharing their own technology.

That is the view of many American computer scientists who have spurned invitations

to attend a supposedly international conference on the super computer during the second week of the British group's two-week visit. France and West Germany have also responded coolly to overtures from Japan.

But some officials in London, particularly in the Foreign Office, believe Japan is genuinely extending an olive branch. They argue that it is interested in two-way technological collaboration to counteract the risk that mounting protectionist pressures abroad will lead to its economic and commercial isolation.

The Tokyo conference has been organised by Japan's influential Ministry of Trade and Industry (MITI). It has been interested for some time in designing very powerful "fifth generation" computers which would simulate human intelligence to perform tasks

like pattern recognition and problem solving. They would also respond to spoken commands.

But the super computer appears at present to be more of a concept than a detailed project. MITI insists it has no timetable for its development, and has set up no budget for it. It is also excluding from the conference representatives of the computer industry.

Nonetheless, the visiting British team plans to question MITI closely on how they think the UK computer industry could participate in the scheme, and what commercial benefits it could expect from it.

It is acknowledged in Whitehall that Japan has little to learn from Britain in the design and manufacture of computer equipment and components. But the UK could make an important contribution in programming—the instructions

used to make computers operate.

There could be problems, however, in devising commercial arrangements to ensure worthwhile rewards for the British companies which write the programme as well as for the Japanese manufacturers who combine them with computer equipment and market the resulting systems.

Regardless of whether or not Britain decides to collaborate in the super computer project, Whitehall officials believe that there is much to be learned from Japan's success in co-ordinating efforts by Government and industry in high technology research and development.

Micro Focus, a British programming company, has won orders worth £400,000 from four Japanese companies for programmes for microcomputers. The sale is believed to be the first of its kind to Japan.

Drug group says patents stifle vital research

By Sue Cameron

A WARNING that UK pharmaceutical companies may be unable to develop vital new drugs unless steps are taken to strengthen patent protection for medicines is made today in a consultative document from the pharmaceuticals' sector working party.

The document states that the effective life of patents for new drugs has been cut dramatically—sometimes by more than half—because companies have to file patents for new medicines early to safeguard their discoveries.

They then have to spend eight to 10 years developing the drug and conducting required safety tests before putting it on the market. Yet all the time the life of the patent—normally 20 years in the UK—is "ticking away".

A call for the effective life of a patent to begin when a new drug goes on the market is made in the document, which points out that other industries do not have to comply with such "stringent regulations and testing procedures".

"The benefits afforded by the grant of patents in the pharmaceutical industry should be restored to provide an incentive to continued research and development by pharmaceutical companies in the UK. The erosion of the period of protection must otherwise result in a discouragement to research, innovation and investment, and prevent important new products from being made available to the public," says the document.

The document suggests that the Government could offer assistance in the form of higher tax allowances or permission to raise drug prices to those companies which suffer long delays because of regulatory controls.

At a Press conference this week members of the sector working party admitted that return on investment in the pharmaceutical industry has risen slightly in recent years and stands at an average of 20 per cent.

At a Press conference this week members of the sector working party admitted that return on investment in the pharmaceutical industry has risen slightly in recent years and stands at an average of 20 per cent.

Restraint on rail fare increases in a difficult age of the train

NEWS ANALYSIS

THE DECISION by British Rail to raise train fares by 91 per cent from Sunday, November 29, says a great deal about the serious financial position of British Rail and its response to rising competitive pressures.

The increase is not as great as might have been expected in view of the railways' perilous financial state and their unwelcome record of putting up fares regularly by double figures.

Train fares were last increased on November 30 last year by an average of 19 per cent. Even higher increases, up to 24.9 per cent were applied to the captive commuter market on journeys of up to 13 miles in London and the South-East.

Despite the increases, which brought the total increase since January 6, 1980, to 42.5 per cent, BR still suffered a loss of £76.9m after interest payments, for 1980.

This was the first loss recorded by British Rail under the chairmanship of Sir Peter Parker, recently reappointed for two years with a 25 per cent pay increase to £60,000 a year. Losses in 1980 reflected the effects of the recession on passenger and freight business and the limited progress on productivity in return for the 20 per cent pay settlement in May 1980.

The recession cost BR up to

£120m in lost revenue, out of total income of £2,262m which included the £263.6m "passenger service obligation grant" by the Government to help pay for socially essential rail services.

The losses continued this year. In the first six months, BR lost £37.4m after interest, compared with a £24.2m loss in the first half of 1980.

Sir Peter, who announced the latest loss figures in August while under threat of a national rail strike, said the railway industry faced its "worst cash crisis" since he took office five years ago.

The rail strike was averted after intervention of the Advisory Conciliation and Arbitration Service. Bailments were awarded the 11 per cent two-stage pay offer originally proposed by BR subject to an unprecedented agreement to talk about wide-range productivity changes.

Even without the strike BR forecast in August that it would have a £140m loss for the full year to the end of December. Twice last year's loss, Sir Peter insisted that its finances were not in any way "out of control". He forecast an overshoot of £70m of the government-

imposed external finance limit of £920m for 1981-82. So far BR has not been to the Transport Department to seek an extension of the limit.

BR is fortunate in having been given £33m by Mr Norman Fowler, the former Transport Secretary, in its £230m external finance limit to get out of the heavily-losing collected and delivered parcels business, Rail Express Parcels.

Not all this money was used when the rail parcels business was stopped in the summer.

BR will be allowed to make use of the balance of more than £33m to help to counter the effects of the recession in demand.

Increased competition from other forms of transport, especially the express motorway coach services, and British Air have helped to force BR's hand in keeping fare increases down.

The motorway express coach services were deregulated last year by Mr Norman Fowler's Transport Act. BR poured scorn on the likely impact of motorway coach services, but dramatic fare reductions, between 25 and 50 per cent, took it by surprise.

National Express, the State-owned express coach service, reacted yesterday with offers that instantly undermined the BR offers.

Anger at leap in Japanese van imports

BY KENNETH GOODING, MOTOR INDUSTRY CORRESPONDENT

A FURTHER big leap in the Japanese share of the light commercial vehicle market, in September, has increased tension between the UK and Japanese motor industries.

The two sides are due to meet again next month and "it will be a pretty tough session. We are unhappy about the situation," said Mr Anthony Fraser, director of the Society of Motor Manufacturers and Traders.

By the end of September the

Japanese share of the market for light commercial vehicles (under 3.5 tons) was more than 18 per cent, when the British had expected it to be reduced to under 11 per cent.

The Japanese cut shipments of commercials almost completely in September—only 85 were exported—but previously 24,500 had left Japan for the UK.

This is nearly 15 per cent of the 165,000 light commercials the UK industry forecasts will be registered in 1981.

"We shall be very interested in the shipment figures for September," said Mr Fraser.

Sales of new commercial vehicles in September, at 17,893, were 10.6 per cent lower than in September 1980.

So in the first nine months total commercial registrations are down 23.1 per cent on the same period a year before, at 168,509.

Last month importers took 38.6 per cent of the market compared with 26 per cent in the same month last year. By

the end of September the importers' share was 31.2 per cent, against 24.6 per cent in the first nine months of 1980.

In line with the severe downturn in sales, commercial vehicle output in the UK in the first nine months fell 47 per cent to 164,000.

But in September there was a distinct recovery from the poor August total. Some 20,500 commercials were produced, against 15,200 in August and 26,500 in August last year.

Warning on nuclear threshold

By Mark Meredith, Scottish Correspondent

AN ANGLO-SOVIET meeting in Edinburgh has concluded that the introduction of new weapons, such as the neutron bomb, into Europe would lower the nuclear threshold between the East and West.

The "Edinburgh conversations" took place under the auspices of the University of Edinburgh, brought together scientists and experts in international relations.

A statement by the two sides yesterday said they agreed that a continuing political dialogue was essential to reduce the risks of nuclear conflagration.

The group also agreed that "in order to ensure a favourable climate of confidence between states, it is essential to adopt a declaration which categorically condemns any first use of nuclear weapons by any nation—whatever the pretext or whatever the circumstances."

The statement added that the forthcoming Soviet-U.S. talks on medium-range nuclear systems in Europe must result in an agreement which will guarantee a genuine reduction in the level of military confrontation.

Prof John Erickson, head of defence studies at the University of Edinburgh, and one of the participants, said the introduction of Pershing missiles or the neutron bomb in Europe would have the effect of lowering the nuclear threshold to the point at which a nuclear conflict could be set off.

The talks will continue in the Soviet Union next year.

Joseph may trim college courses

By Michael Dixon, Education Correspondent

EMERGENCY STEPS to trim the tangle of degree-level courses in polytechnics and other colleges run by local authorities, are being taken by Sir Keith Joseph, Secretary for Education and Science.

He has asked local authority associations to co-operate with the Government in setting up temporary machinery to bring the polytechnics' and colleges' degree work under tighter control, with a view to rationalising the courses from September, 1982.

Although the University Grants Committee undertakes central planning and guidance of courses in the university sector, there is no machinery for co-ordinating the activities of the 29 polytechnics and further education colleges.

Both the Government and the main local authority associations agree that some central machinery is needed to co-ordinate and prune degree work outside the universities. But the two sides are at loggerheads over which should have control over the new machinery.

Sir Keith is trying to break the deadlock by leaving the issue of control of the permanent machinery aside, while setting up short-term means of central management which would not need legislation. He wants the local authorities to agree to begin the exercise next month. Reducing any course overlaps will mean inevitable redundancies among staff.

Cable group tests films on TV service in London

BY ELAINE WILLIAMS

VISIONHIRE CABLE, part of the Electronics Rental group, is to begin its experimental subscription television service in London next Thursday.

The service, which will allow subscribers to receive recent feature films by cable, is the largest of 12 pilot schemes licensed this year by the Home Office.

For a monthly subscription of £7.95, up to 170,000 viewers connected to Visionhire's existing cable system can receive programmes consisting mainly of box office successes such as the Deer Hunter, Grease, and Death on the Nile.

The programmes will be run by BBC Enterprises and transmitted to Visionhire's system from BBC studios at Wood Lane.

Rediffusion was the first company to start experimental subscription TV in the UK at the beginning of September. It will be joined by British Telecom and Philips at the end of this month, and Radio Rentals, part of the Thorn-EMI group in early November.

The two other companies taking part in the experiment are Greenwitch Cablevision and British Relay, part of the Visionhire group.

The pilot schemes will run for two years, when the Home Office will review the future of subscription television. Already pay television has become successful in the U.S. where nearly one-quarter of the 80m television sets are connected to various cable systems.

In the UK, cable companies hope the service will revive flagging interest in cable television, which has been declining since the mid-1970s.

Britain's first regional television service is to be launched in Scotland on Monday. Scottish Television has been chosen as the first of Britain's 15 commercial TV companies to run a regional service and the others will follow over the next three years.

There are two national text services, the BBC's Ceefax and ITV's Oracle, which show pages of printed information.

Wind and sun harnessed for relay station

By Martin Dickson, Energy Correspondent

THE FIRST television transmitting station in Britain powered by the wind and the sun has been built in Cornwall by the Independent Broadcasting Authority.

The station, at Bossiney, will provide ITV, BBC and Channel Four programmes to about 300 people.

It will test the economics of wind and sunpower in relaying 625-line colour television to small, isolated communities.

Power will come from a wind generator with an output of 150 watts, and an array of 24 solar panels which can provide a maximum output of 780 watts in peak sunlight. These will also charge a bank of batteries to provide electricity when the wind is too low or the sun is obscured.

Much of the equipment has been brought from LGT, a French company, which has done similar work in France.



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Prior warns of huge task in creating new jobs in Ulster

By OUR BELFAST CORRESPONDENT

THE TASK of creating new jobs in Northern Ireland, where one in five is out of work, will be colossal, according to Sir James Prior, the Northern Ireland Secretary.

In a foreword to a report on industrial development policy, he said Northern Ireland had chronic unemployment, was on the periphery of Europe, and had an image of terrorism and political difference which was off-putting to overseas investors.

In the document, entitled *Framework for Action*, the Government suggests that, given favourable conditions, it would be possible to increase the number of jobs promoted by the Government each year from the present annual average of 6,500 to at least 10,000.

However, the document says it would be meaningless in present circumstances to set that as a target for next year.

It restates a commitment to the development of small business and puts a stronger emphasis on securing and expanding employment in Northern Ireland's indigenous companies.

It recognises a potential in the service sector for creating new jobs. The Northern Ireland Department of Commerce and the Northern Ireland Development Agency, which next year will be merged into a new Industrial Development Board, would try to attract

service industry to the province.

High-technology manufacturing, such as biomedical engineering, is identified as a target in the effort to attract overseas investors.

But the report was attacked by the Northern Ireland Committee of the Irish Congress of Trade Unions, which said it appeared "amateurish and facetious compared with the detailed planning contained in the five-year programmes issued by the Industrial Development Authority in the Irish Republic."

If inadequate targets were being set, it could only be assumed that inadequate resources would be used to tackle the problem, said the Congress.

At a Press conference, Mr Adam Butler, Minister of State, said Northern Ireland's unemployment would not improve for some time. It was likely to continue rising into next year until the effects of economic recovery were felt.

Mr Butler said he hoped a statement could be made soon on the investigation into allegations of financial irregularities against the De Lorean sports car company in Belfast.

He said: "In discussions which Mr John De Lorean has had with me, he was in no way critical of what the Government has done, and he appreciates that it has behaved quite properly."

MP fears violence on city outskirts

Financial Times Reporter

STREET violence could break out in the vast council estates on the edges of Britain's cities, Mr Anthony Steen, Conservative MP for Liverpool Wavertree, has warned.

Mr Steen, launching his study, *New Life for Older Cities*, said he believed estates on city outskirts could be the next flare-up point because inner city problems had moved there.

Mr Steen's programme, published by Aims for Industry, the private enterprise organisation, and endorsed by 82 Conservative MPs, emphasises the role private enterprise can play.

● A campaign to convert thousands of acres of derelict land in urban areas has been launched.

Waking Up Dormant Land is published by two environmental pressure groups, the Council for Environmental Conservation and Youth Unit and Fair Play for Children.

● *New Life for Older Cities* by Anthony Steen, from Aims of Industry, 40 Doughty Street, London WC1N, £3.25.

Waking Up Dormant Land, CoECo, Zoological Gardens, Regents Park, London NW1, £3.40.

EEC to clear way for air fares cut

By MICHAEL DONNE, AEROSPACE CORRESPONDENT

RULES THAT would cut through the price-fixing powers of EEC states to set high air fares on scheduled routes are due to be drawn up urgently by the European Commission.

The move, which is likely to provoke serious disagreement between EEC members, has been made by the British Government.

In its capacity as president of the EEC Council of Ministers, the UK yesterday demanded that the Brussels Commission should rush through a draft directive liberalising air fares in time for the proposals to be reviewed by member governments before the end of 1981.

Britain has made it plain that the Commission's draft directive should be completed

in advance of the next EEC meeting of transport ministers, scheduled for December 15.

The grounds for accelerating Brussels procedures and introducing urgent changes to the European air fares system have been set out in a letter from Mr John Biffen, Secretary of State for Trade, to Mr Frans Andriessen, the EEC Competition Commissioner.

Mr Biffen said the Government was not satisfied with the progress made by the EEC towards liberalising air fares. "It is clear that some fares are too high," he said.

In the Government's reply to the Commission's request for information on fares fixing policy, Mr Biffen said significant changes in fares-fixing were needed to meet justified consumer demand, and "very

probably as a matter of Community law under the Treaty of Rome."

"We want some urgent action to allow the introduction of competitive fares where we and our airlines believe they are justified."

"We shall not be satisfied until we have brought about changes."

The UK wants the EEC to adopt measures to end the present "closed system" of fixing fares through bilateral agreements, where one government can block the cheap fares plans put forward by another. Mr Biffen said this technique was outmoded and probably contrary to Community law.

The UK wants to see a system where any government can introduce sensible fares, which it believes are reasonable in relation to airline costs—a

unilateral rather than a bilateral approach.

"We recognise that we will have a difficult time in convincing our Community partners to make these changes," Mr Biffen said. "But we are determined to pursue this path and fully determined to make as much progress as possible in the remaining months of the UK presidency of the Community."

"I believe that we have public opinion firmly behind us in this country and, in fact, in most other Community countries."

The UK's response to the Commission's request for information on fares fixing is detailed, but it also sets out how the UK has moved in recent years to prevent fares rises which it thought unjustified.

Instrument makers set for major expansion

By James McDonald

TEXAS INSTRUMENTS is to undertake a major expansion costing several million pounds at its site at Manion Lane, Bedford. The project is expected to create between 400 and 500 new jobs by 1985.

Planning permission was obtained in June. Work will start this month on the first phase of the programme—190,000 square feet of offices and support facilities—and it should be completed within a year.

The contract has been awarded to the French Kier organisation.

The new office space will be occupied mainly by Geophysical Services International, a division of Texas Instruments.

Bedford is the headquarters for GSI's operations in Europe, Africa and the Middle East.

Data processing is the main activity of GSI in Bedford. At present a satellite link into Texas Instruments' scientific computer in Austin, Texas is used, but it is planned to install a large new mainframe computer in Bedford so that the data processing facilities will become self-contained.

Policy on council house sales defended

By JAMES McDONALD

THE GOVERNMENT has firmly rejected criticisms of its council house sales policy made by the all-party House of Commons Environment Committee in July.

In its report, the committee said the Department of the Environment had not done enough research into the adverse effects of selling council houses. The

policy, it said, would create ghettos, would favour the better off council tenants, and would lead to shortages of council houses.

In a White Paper published yesterday, the Government said its policy has been endorsed by more than half a million people who have either completed the purchase of a council dwelling

under the present Government or have applied to do so.

The White Paper said that in the first nine months after the introduction of the Government's Right to Buy policy about 350,000 tenants in Great Britain applied to buy their homes. The Environment Committee's report gave scant recognition to this

"None of the evidence published by the committee examines the views of tenants who now wish to buy, or of those who decided to buy as sitting tenants some years ago and whose view as to the wisdom of that decision would have been instructive. The Government considers this a serious omission in the balance of the report."

Moves to boost job prospects in Linwood

By MARK MEREDITH, SCOTTISH CORRESPONDENT

THE GOVERNMENT has intensified efforts to improve job prospects in the Linwood area, south west of Glasgow, where 4,500 workers were laid off when the Talbot works closed this year.

Male unemployment in the Johnstone area, which includes Linwood, is more than 20 per cent and the closure of the Talbot works was instrumental in bringing Strathclyde's jobless figure to about 1 per cent above the UK average.

The government plans to include creating small workshop units in Linwood and Johnstone to encourage small businesses, and refurbishing factory space on the nearby Hillington industrial estate to make it more attractive to smaller enterprises.

A private agency, Job Creation, has been engaged to find jobs for the area and the Scottish Development Agency is to help PSA, the Peabody Group, sell the Linwood plant.

This could involve splitting the car works into small units.

Mr George Younger, Secretary of State for Scotland, said the Government was not prevented by a shortage of money. "All we are short of is projects to come in and take up the offers."

The Scottish Office is thought to be hoping that a local self-help organisation might be set up by newly formed companies in the area. It would channel information to prospective newcomers about development aid and the availability of advance factory space.

A similar unit exists among companies moving into the former ICI nylon works at Ardeer, near Irvine, on the Ayrshire coast.

Mr Peter Carmichael, joint managing director of Hewlett-Packard, has been appointed director of small business and electronics at the Scottish Development Agency.

Tombs profiles five faces of nuclear power protestor

By DAVID FISHLOCK, SCIENCE EDITOR

ADVOCATES of nuclear energy should reserve their belated powers for just one of five different classes of objector, Sir Francis Tombs, chairman of the Weir group, told leading engineers in London last night. The category was "those who are honestly worried about the balance between advantages and disadvantages."

A former chairman of the Electricity Council, Sir Francis was delivering his inaugural address as president of the Institute of Electrical Engineers.

Of the other categories he described, one was those people who were distrustful of technological change and were unlikely to be convinced by numerical arguments.

"Their distrust is often reinforced by a general scepticism about authority and the decisions of the establishment."

A third category was the self-interested proponents of novel energy resources.

Faced with the fact that many such sources require large capital investments because of their diffuse and intermittent nature, some enthusiasts attack the principle of nuclear power in order to leave more room for their pet projects.

His fourth category of objector was the conservationist, whose assertion that more conservation with solar power could solve energy problems does not survive careful analysis.

The last category identified by Sir Francis was what he called the crusader with a need to embrace a cause.

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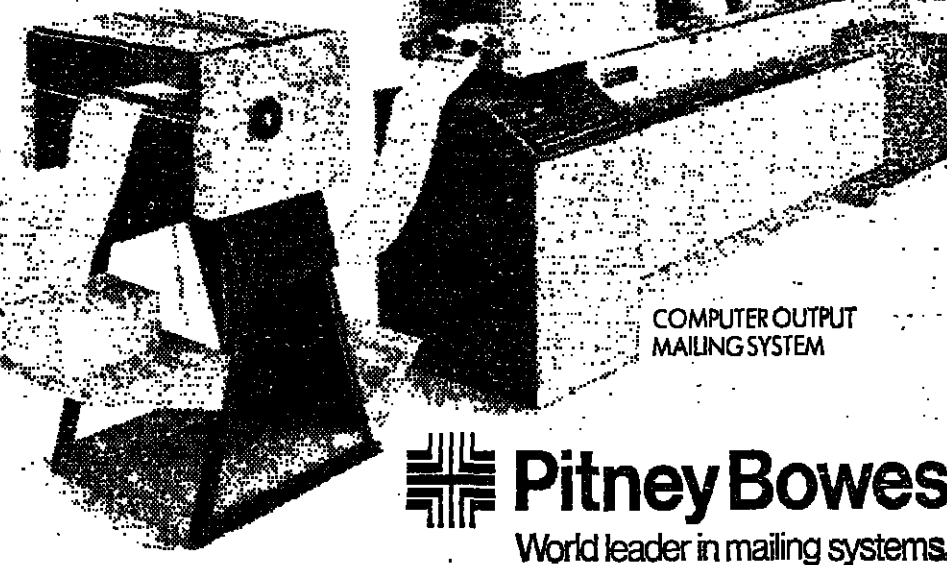
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UK NEWS

Can makers to spend £2m on expansion of recycling scheme

BY ELAINE WILLIAMS

BRITAIN'S FIVE leading metal can manufacturers are to launch a recycling scheme, it was announced yesterday.

Metal Box, Noveco, The Crown Cork Company, Continental Can and American Can (UK) will spend £2m over the next three years to extend the reclamation of steel and aluminium cans.

The industry's decision follows pressure from environmentalists and recommendations of a report published by the Waste Management Advisory Council which studied waste recycling schemes for the Government.

At present, the industry recycles about 1.7m cans, 17 per cent of the cans it makes. The aim of the scheme is to recycle 2.8m cans by 1985.

The can makers say that at today's prices this represents a saving of about £4m a year, on top of savings on waste disposal.

It is estimated that by using recycled metal, energy savings of up to 20 per cent during

manufacture will be achieved.

Three recycling schemes already in operation will form the heart of the can industry's recycling expansion programme.

The first scheme was launched in 1975 by British Steel, Vulcan and Metal Box. They set up a company called Material Recovery to recycle tinplate and bimetallic cans from refuse.

A new process was developed to convert the scrap into high quality steel scrap and high-purity tin. Material Recovery recently opened a new plant at Stalybridge, Manchester, costing about £350,000, which is able to produce 4,000 tonnes of recovered metal a year.

Alcoa, the can industry's major aluminium supplier, has spent about £250,000 on its Cash-a-Can recycling programme, launched in 1978.

The third scheme, Catch-a-Can, has been operating experimentally in Leeds and is to be extended to 30 other towns in the UK.

Law Society president calls for radical legal reforms

BY A. H. HERMANN, LEGAL CORRESPONDENT

A RADICAL call for review of the law and its administration was made by the president of the Law Society yesterday. Addressing the society's national conference in Harrogate, Mr Denis Marshall said that minor changes and reforms would no longer meet the public need.

In some areas of law delays and expense frustrated its purpose and impaired the quality of justice. He urged solicitors to be prepared for changes in law and practice and to press for

reforms where necessary.

This call for major law reform embracing both criminal and civil courts is the first to be made in such uncompromising terms by the head of the solicitors' branch of the legal profession. It follows a series of committees and Royal Commissions on special aspects of law, whose recommendations have remained largely ignored. Mr Marshall said that one of the reasons why the crime rate is so high and the courts so

overtaxed, is the enactment in the last 20 years of no less than 4,000 new statutory offences.

A separation of merely technical and truly criminal offences was required both to preserve respect for the law and to relieve criminal courts which should deal only with serious offences of an anti-social nature. Statutory offences, which are not regarded as carrying a moral stigma, should be prosecuted in administrative courts for example, in the traffic courts

recommended by the Law Society 15 years ago.

The delays and rising costs of criminal prosecutions revealed the need for a review of the whole working of the criminal trial system. If more criminal business could be disposed of summarily in the Magistrate's Court, without the right of electing trial by jury, this would also avoid the lapse of time which deprives punishment of a deterrent effect.

Turning to the delays and

high costs of civil litigation, Mr Marshall said that little or no action had been taken so far to implement the recommendations made by the Pearson Commission in 1978 on compensation for personal injury, urging that compensation be paid speedily after the accident when it is most needed.

It also found that administrative and legal costs were often disproportionately high compared with compensation awards, and recommended a "no-fault" basis for personal injuries in motor accidents, similar to the industrial injuries scheme.

Dealing with the wider issues of civil procedure, Mr Marshall questioned the desirability of leaving the progress of cases in the hands of solicitors, and the wholly oral basis of proceedings. There was need to consider the possibility of giving courts greater control over the progress of cases, and recommended a

Editorial Comment, Page 22

Researchers throw doubt on official personal lending growth figures

BY WILLIAM HALL, BANKING CORRESPONDENT

THE GROWTH in personal lending may be far less buoyant than indicated by the latest official figures.

AGB Index, leading market research company, consumer credit (excluding mortgages) grew by only 2 per cent in money terms in the year to the end of June.

Personal lending fell in real terms by about a tenth, according to figures compiled by the company, which monitors the consumer credit market on a regular basis from a sample of

10,000 people.

Almost all the growth in personal lending has been in the 26 per cent of the adult population with credit cards, although this group takes various other sources of credit.

John English, a director of AGB Index, said yesterday that this group, whose disposable income has not been under the same pressure as that of the less affluent sector, increased its borrowing by 23 per cent over the year.

By contrast, people with bank accounts but without credit cards reduced their credit commitments by one-fifth in money terms, year on year, although the amount outstanding per head is still more than double that of the 40 per cent of the adult population without bank accounts.

In terms of the total consumer credit market, AGB Index estimates that credit card holders account for 60 per cent of all credit outstanding. Current account holders without

credit cards account for 28 per cent, and the "unbanked" sector of the community takes up 12 per cent.

Over the past 12 months, the credit card has increased its share of the personal lending market from 17 per cent to 18 per cent. Bank loans have fallen by 1 per cent to 30 per cent, while direct personal lending by finance houses and the consumer finance affiliates of U.S. banks has increased from 11 per cent to 14 per cent.

These figures underlie the success of the "money-shops" which lend money direct to customers, on bridging up their market share. This has happened at the expense of the traditional high street banks, which normally provide credit indirectly through outlets, such as motor-car dealers.

The figures from AGB Index appear to support the view of the high street banks that much of the growth in personal lending (excluding mortgages) is merely reflects a change in market share rather than major

growth in the overall consumer credit market.

June consumer credit usage

	1980	1981
Credit card	17	18
Bank loans	31	30
Finance House-direct	11	14
Finance House-indirect	18	16
Store	5	5
Mail order	1	1
Overdraft	1	1
Other	10	9

Source: AGB Index



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Gold produced (kg)	8,922.5	9,111.9
Yield (g/t)	12.7	13.5
Price received (R/kg)	12,976	12,501
Revenue (R/t milled)	159.73	173.01
Cost (R/t milled)	43.04	40.20
Profit (R/t milled)	116.69	132.81
Revenue (R000's)	112,610	116,782
Cost (R000's)	30,344	27,138
Profit (R000's)	82,266	89,644
Gold - West Driefontein:		
Gold milled (t)	715,000	675,000
Gold produced (kg)	10,012.3	9,787.5
Yield (g/t)	14.0	14.5
Price received (R/kg)	12,572	12,569
Revenue (R/t milled)	176.50	168.38
Cost (R/t milled)	47.42	45.24
Profit (R/t milled)	129.08	123.09
Revenue (R000's)	126,193	127,125
Cost (R000's)	35,906	30,540
Profit (R000's)	90,287	96,585
Uranium Oxide:		
Pulp treated (t)	336,490	313,400
Oxide produced (kg)	54,070	53,422
Yield (g/t)	0.159	0.150
FINANCIAL RESULTS (R000's):		
Working profit: Gold	174,569	186,231
Profit on sale of Uranium Oxide and Sulfuric Acid	2,334	2,342
Net tribute royalties and sundry mining revenue	13,432	13,554
Net mining revenue	179,533	192,227
Net non-mining revenue (group)	13,432	13,554
Profit before taxation and State's share of profit	192,965	205,781
Taxation and State's share of profit	106,721	114,500
Profit after taxation and State's share of profit	86,244	91,281
Capital expenditure	18,251	18,105
Dividends	175,685	175,685

DIVIDENDS: Dividends declared before the merger: Driefontein Consolidated Limited: Dividend (No. 18) of 135 cents (78.24753p) per share was declared on 9 June 1981 and was paid on 4 August 1981 to members of the former East Driefontein Gold Mining Company Limited registered on 25 June 1981.

West Driefontein Gold Mining Company Limited: Dividend (No. 57) of 735 cents (420.21824p) per share was declared on 9 June 1981 and was paid on 4 August 1981 to former members of West Driefontein Gold Mining Company Limited registered on 25 June 1981.

CAPITAL EXPENDITURE: The unexpended balance of authorised capital expenditure at 30 September 1981 was R239.2 million.

SHAFTS: Because certain of the shafts at East Driefontein and West Driefontein have the same numbering, it has been decided to have the suffix "E" in the case of East Driefontein, and the suffix "W" in the case of West Driefontein, added to the shaft designations. In addition, the East Driefontein No. 2 Sub-Vertical Shaft has been re-designated No. 4 Sub-Vertical Shaft - E.

No. 4 Sub-Vertical Shaft - E: The shaft was sunk 52 metres to a depth of 326 metres below collar. Excavation of 31 Level station is complete.

No. 2A Service Shaft - E: The shaft was sunk 47 metres to a depth of 138 metres below collar. E-cavation at 21 Level station is complete.

No. 5 Shaft - E: Initial pre-sinking has been carried out to a depth of 32 metres below collar.

No. 6 Sub-Vertical Shaft - E: Development of the bank layout on 22 Level is still in progress.

PRODUCTION: A production loss occurred at West Driefontein as a result of a fire which was detected on 14 August 1981 in the No. 5 West Sub-Vertical Shaft - W area. The affected area was sealed off but was subsequently re-opened and normal mining in the area was resumed on 21 August 1981. A claim for loss of profits arising as a result of the fire is being lodged with the company's insurers.

DEVELOPMENT: East Driefontein: Ventersdorp Contact Reef: Advanced (m): 3,384 3,379

Sampling results: Sampled (m): 524 300

Slope width (cm): 140 150

Av. value: gold (g/t): 10.4 12.3

Av. value: gold (g/t): 1,468 2,420

Carbon Leader: Advanced (m): 550 726

Sampling results: Sampled (m): 120 752

Slope width (cm): 120 117

Av. value: gold (g/t): 4.6 14.4

Av. value: gold (g/t): 552 1,655

Main Reef: Advanced (m): 533 875

Sampling results: Sampled (m): 138 340

Slope width (cm): 137 130

Av. value: gold (g/t): 4.7 5.6

Av. value: gold (g/t): 644 728

West Driefontein: Advanced (m): 4,250 4,303

Sampling results: Sampled (m): 680 480

Slope width (cm): 125 126

Av. value: gold (g/t): 23.3 28.6

Av. value: gold (g/t): 3,963 3,604

DOORFONTEIN GOLD MINING COMPANY LIMITED

ISSUED CAPITAL: 10,000,000 shares of R1 each, fully paid.

OPERATING RESULTS:	Q3 ended 30/9/1981	Q3 ended 30/9/1980
Gold:		
Gold milled (t)	360,000	360,000
Gold produced (kg)	2,509.8	3,024.0
Yield (g/t)	8.1	8.4
Price received (R/kg)	12,512	12,521
Revenue (R/t milled)	101.24	108.71
Cost (R/t milled)	50.87	46.05
Profit (R/t milled)	50.37	62.66
Revenue (R000's)	38,481	39,137
Cost (R000's)	18,311	16,573
Profit (R000's)	18,170	22,564
FINANCIAL RESULTS (R000's):		
Working profit: Gold	18,170	22,564
Net sundry revenue	2,195	2,440
Profit before taxation and State's share of profit	20,365	24,994
Taxation and State's share of profit	8,705	6,835
Profit after taxation and State's share of profit	11,660	18,159
Capital expenditure	4,742	11,278
Dividend	10,000	10,000
DIVIDEND: A dividend (No. 49) of 200 cents (115.92227p) per share was declared on 9 June 1981 and was paid to members on 4 August 1981.		
CAPITAL EXPENDITURE: The unexpended balance of authorised capital expenditure at 30 September 1981 was R140.9 million.		
SHAFTS: No. 3 Shaft: Full-scale sinking operations have commenced and the shaft has been sunk to a depth of 246 metres below collar.		
No. 3 Sub-Vertical Shaft: Development underground is progressing towards the proposed shaft axis and associated chambers.		
DEVELOPMENT: Carbon Leader: Advanced (m): 2,943 2,821		
Sampling results: Sampled (m): 502 302		
Slope width (cm): 108 117		
Av. value: gold (g/t): 17.1 9.3		
Av. value: gold (g/t): 1,947 1,088		
Main Reef: Advanced (m): 2,638 2,718		
Sampling results: Sampled (m): 1,176 982		
Slope width (cm): 125 127		
Av. value: gold (g/t): 3.7 8.0		
Av. value: gold (g/t): 463 635		

On behalf of the board: C.T. Fenton, P.R. Jansich } Directors

8 October 1981

LIBANON GOLD MINING COMPANY LIMITED

ISSUED CAPITAL: 7,887,300 shares of R1 each, fully paid.

OPERATING RESULTS:	Q3 ended 30/9/1981	Q3 ended 30/9/1980
Gold:		
Gold milled (t)	420,000	420,000
Gold produced (kg)	2,563.1	2,518.9
Yield (g/t)	6.1	6.0
Price received (R/kg)	12,522	12,533
Revenue (R/t milled)	77.70	77.70
Cost (R/t milled)	40.16	37.34
Profit (R/t milled)	37.54	40.36
Revenue (R000's)	32,147	32,634
Cost (R000's)	16,888	15,684
Profit (R000's)	15,259	16,950
FINANCIAL RESULTS (R000's):		
Working profit: Gold	15,259	16,950
Net sundry revenue	1,830	2,032
Profit before taxation and State's share of profit	17,089	18,982
Taxation and State's share of profit	6,934	7,530
Profit after taxation and State's share of profit	11,155	11,452
Capital expenditure	5,182	4,889
Dividend	15,875	15,875
DIVIDEND: A dividend (No. 61) of 200 cents (115.92227p) per share was declared on 9 June 1981 and was paid to members on 4 August 1981.		
CAPITAL EXPENDITURE: The unexpended balance of authorised capital expenditure at 30 September 1981 was R84.3 million.		
SHAFTS: No. 4 Shaft: Erection of the headgear is complete and work on other surface installations is in progress.		
No. 4 Sub-Vertical Shaft: The shaft was sunk 31 metres to a depth of 1,642 metres below collar. Cutting of the transfer level and excavations near the shaft bottom have commenced.		
No. 4A Service Shaft: The shaft was sunk 44 metres to a depth of 201 metres below collar. 201 Level station has been completed.		
DEVELOPMENT: Main Reef: Advanced (m): 2,660 2,648		
Sampling results: Sampled (m): 640 660		
Slope width (cm): 135 133		
Av. value: gold (g/t): 6.2 5.8		
Av. value: gold (g/t): 857 771		
Ventersdorp Contact Reef: Advanced (m): 1,496 1,089		
Sampling results: Sampled (m): 106 62		
Slope width (cm): 159 149		
Av. value: gold (g/t): 0.0 2.7		
Av. value: gold (g/t): 554 551		
Elsburg Reef: Advanced (m): 152 364		
Sampling results: Sampled (m): 48 168		
Slope width (cm): 229 240		
Av. value: gold (g/t): 4.2 3.4		
Av. value: gold (g/t): 562 816		
Kimberley Reef: Advanced (m): 25 27		
Sampling results: Sampled (m): 15 16		
Slope width (cm): 210 210		
Av. value: gold (g/t): 7.8 7.8		
Av. value: gold (g/t): 1,586 1,586		

On behalf of the board: P.R. Jansich, C.T. Fenton } Directors

8 October 1981

DEELKRAAL GOLD MINING COMPANY LIMITED

ISSUED CAPITAL: 98,540,000 shares of 20 cents each, fully paid.

OPERATING RESULTS:	Q3 ended 30/9/1981	Q3 ended 30/9/1980
Gold:		
Gold milled (t)	320,000	290,000
Gold produced (kg)	1,492.2	1,271.6
Yield (g/t)	4.6	4.3
Price received (R/kg)	12,647	12,587
Revenue (R/t milled)	57.98	53.75
Cost (R/t milled)	47.08	45.46
Profit (R/t milled)	10.90	11.14
Revenue (R000's)	18,554	16,735
Cost (R000's)	15,968	13,647
Profit (R000's)	2,586	3,088
FINANCIAL RESULTS (R000's):		
Working profit: Gold	2,586	3,088
Net sundry revenue	569	592
Profit before taxation and State's share of profit	3,155	3,680
Taxation and State's share of profit	4,888	5,800
Profit after taxation and State's share of profit	2,050	1,478
Capital expenditure	2,050	1,478
Dividend	1,478	1,478
DIVIDEND: A dividend (No. 23) of 240 cents (120.10672p) per share was declared on 9 June 1981 and was paid to members on 4 August 1981.		
CAPITAL EXPENDITURE: The unexpended balance of authorised capital expenditure at 30 September 1981 was R222.0 million.		
NO. 1 SUB-VERTICAL SHAFT: The 7 Level south man winch has been commissioned and is in operation.		
DEVELOPMENT: Ventersdorp Contact Reef: Advanced (m): 8,004 6,047 17,780		
Sampling results: Sampled (m): 714 648 2,604		
Slope width (cm): 155 155 155		
Av. value: gold (g/t): 4.6 4.3 4.3		
Av. value: gold (g/t): 734 835 780		
Deelskraal Reef: Advanced (m): 410 552 1,338		
Sampling results: Sampled (m): 358 450 1,108		
Slope width (cm): 171 171 171		
Av. value: gold (g/t): 3.0 2.3 3.1		
Av. value: gold (g/t): 513 426 574		

On behalf of the board: C.T. Fenton, P.R. Jansich } Directors

8 October 1981

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UK NEWS—THE SOCIAL DEMOCRATS IN LONDON

Owen tries to lure Tories

BY IVOR OWEN

PRESSURE on dissident Tory MPs to move over to the Social Democrats was intensified yesterday when the final stage of the party's conference opened in London.

Dr David Owen, a member of the SDP's collective leadership, sought to entice some of the prominent members of the Conservative Party who believe that the speedy introduction of proportional representation offers the best way of erecting an enduring bulwark against the election of a Labour Government dominated by Left-wing extremists.

He suggested that a coalition government could take office in advance of the next general election if founded on an unequivocal commitment to reform the electoral system.

Dr Owen stressed that within such a coalition the individual parties would be able to retain their distinctive identities, as the Social Democrats and Liberals planned to do, while joining together to fight the next election under their newly established alliance.

"I don't believe that we should be afraid now of openly advocating to the British people a system of coalition," he declared to sustained applause from a conference which, in terms of numbers and enthusiasm, dwarfed the earlier stages held in Perth and Bradford.

One of the biggest ovations received by a rank-and-file speaker went to Mr Ron Womersley, a former Conservative who was one of the founder members of the Tory Reform Group, which has frequently received encouragement from Mr Peter Walker and other leading Tory "wets."

To a roar of approval, he sent this message to Tory MPs



Hugh Routledge

Making a point: Dr David Owen keeps a sharp eye on the floor during the constitutional debate, but Mr Roy Jenkins finds it better to keep his mouth firmly closed

teetering on the brink of deserting Mrs Thatcher—"Come and join us in the SDP."

Mr Womersley added a withering postscript to his "Come and join us" message to disillusioned Conservatives. He declared: "The only thing you have to lose is the hypocrisy you have to use to stay where you are."

Mr Womersley argued that the strength of the SDP's commitment to proportional representation could not be doubted, and he looked to it to provide the force needed to blow the wind of change through the British constitution.

He claimed that its impact would be particularly marked in such "cradles of apathy" as Newham, where Mr Reg Jernice had fought a losing battle against a group of left-wing activists, able to exploit the opportunities resulting from the first-past-the-post system.

Dr Owen emphasised that the introduction of proportional representation formed only part of the wide-ranging constitutional changes which he wished to see introduced.

He contended that the threat of a single chamber Parliament could be countered by a reformed second chamber

which included representatives of industry and the professions. He also advocated voting arrangements which would permit the introduction of a "cross" in the Commons, so that Parliament could truly be that forum of the whole nation instead of a "bickering cockpit."

Dr Owen went further than any other SDP leader in advocating the use of free postal ballots.

These, he said, should not just be confined to members of trade unions, when decisions had to be reached on strikes or the Co-operative movements, consumer organisations and other bodies should be able to use free postal ballots to consult their members as well.

Dr Owen acknowledged that his views on fee-paying schools differed from those of Mrs Shirley Williams when he insisted, to a further roar of approval, that every individual should be free to dispose of after-tax income in any way that he chose.

He re-affirmed his opposition to private medicine, but maintained that the way to deal with the issue was not by restrictions but by improving and developing the National Health Service to the extent that there was no longer any demand for private practice.

One of the few significant areas of disagreement to emerge in the debate on the constitution concerned whether the single transferable vote system was the best method of operating proportional representation.

Mr David Marquand, who made the final speech on behalf of the steering committee, confirmed that his preference was for the single transferable vote system. But he made it clear that no conclusive view had yet been reached.

MPs out in the cold on choice of leader

BY IVOR OWEN

THE SDP showed a clear preference for a one-member, one vote system for electing the party's parliamentary leader in London yesterday, in line with the pattern set at Perth and Bradford.

Views expressed by rank-and-file speakers, and the applause which they received, again showed little support for allowing the choice of leader and possible prime minister to be left to the MPs, as recommended by the majority on the party's steering committee.

This increasing support for a one member, one vote system puts the founder members of the SDP, who left the Labour Party because they could not accept the choice of parliamentary leader being taken out of the hands of MPs, in a dilemma.

Warnings by Mr David Marquand, a member of the steering committee, that a one member, one vote method of electing the leader could result in the Social Democrats facing the same problem which confronts the Labour Party again made little impact.

He stressed that SDP members in the country might choose a leader who, like Mr Tony Benn, was unable to command the support of the majority of his party in the Commons.

Mr Mike Thomas, MP for Newcastle East, who advocated leaving the decision in the hands of the full party membership, won a big ovation when he argued that to do anything less would be a betrayal of one of the major principles on which the SDP was founded.

In all other respects, the Social Democrats stood for the diffusion of power, and it would be inconsistent to concentrate the decision on the parliamentary leader in the hands of 21 MPs, none of whom had been elected under SDP colours, he said.

A former Conservative, Mr David Carrill from Norfolk, was one of the few speakers from the floor to back the proposal that the choice of parliamentary leader should be left to MPs.

He maintained that however large the membership might become, it would be wrong to leave them the final say in electing the man or woman who would be Prime Minister.

SDP members who want the choice of leader to fall on Mrs Shirley Williams, a result more likely to be achieved by a one member, one vote method, cheered Miss Polly Toynbee when she spoke of the "leader herself."

Opinions were divided over whether the party's constitution should discriminate in favour of women by requiring that they constituted at least one-third of membership of the party's council.

Foot-stamping condemned

BY IVOR OWEN

A N OUTBURST of slow hand-clapping and foot-stamping during debate on the party's constitution was roundly condemned by Mr William Rodgers, one of its founder members.

The demonstration was directed at a member who went uncalled to the rostrum and tried to raise a point of order.

Mr Rodgers told those responsible: "This is quite disgraceful. I hope that you will not behave like that again."

Amid cheers, Mr Rodgers insisted that the SDP should not become like other parties where speakers were silenced by slow hand-clapping and other disorderly outbursts.

Compromise on areas plan likely

BY ELINOR GOODMAN

THE SDP is faced with a rebellion of its members over a key part of its draft constitution.

Members attending the party's rolling conference in the last four days have made it clear that they have serious reservations about the Steering Committee's proposal to base the organisational framework on area parties, made up of a group of half a dozen or so neighbouring constituency setting up its own organisation.

In an effort to defuse the controversy, the steering committee will consider a compromise proposal permitting the area parties to be sub-divided to facilitate the choice of candidates in local elections but leaving control over the selection of parliamentary candidates unchanged.

At a fringe meeting yesterday on party organisation, speakers criticising the proposal for area parties were loudly applauded. Some members of the Steering Committee conceded that it may be difficult to resist the pressure for smaller units.

Many SDP members were attracted to the party in the first place because they thought it would allow them to participate in decision-making. Some have already set up local parties based on constituencies and are reluctant to hand over to area parties, which under the draft constitution, would take many of the key decisions, such as selecting candidates, and negotiating with the Liberals.

The whole constitution will have to be approved by the party membership, and judging by the mood of this week's debates, it may well be amended.

This could create problems for the party as it would have consequences for other aspects of the constitution—most notably the proposed Council for Social Democracy.

The idea at the moment is that this council should be the "parliament" of the party and meet several times a year at least three times a year. About half its members would be made up of representatives of the area parties. The others would be drawn from the regions.

The problem for the leadership is that, if the members insist on going over to constituency parties, it could change the whole composition of the council as each constituency would presumably have to have one member on the council.

This would mean that the council would be far larger than originally intended. Some members feel that they should be allowed to retain at least a part of this money to finance local activity. But there does seem to be general recognition among the rank and file that the party headquarters badly needs the money to finance a central servicing organisation.

The compromise was suggested by Mr William Goodhart from Kensington and Chelsea, who advised the party in framing its draft constitution.

He warned the leadership that if they sought to impose a party structure which was unacceptable to the majority of members it would run the risk of ruining the SDP. To cheers, he said: "It's clear that many party members are unhappy about having a single unitary area party."

'Leafleteers' join the triumphal procession

BY IVOR OWEN

"FED UP with dog mess?" asked the leader, showed into our hands as we arrived at the Methodist Central Hall, Westminster, for the fifth day of the Social Democrats' triumphal procession through the country.

There could be no doubt about it: the dreaded pamphleteers who flock around the annual gatherings of the two major parties had suddenly battered on to the SDP.

This particular broadside from the League for the Introduction of Canine Control would not have been made a notifiable disease.

In the foyer other helpful publicists were shouting their war: "Stop the tortoiseshell trade. Restore the university cuts. Campaign against restoration of the death penalty and most curious of all, Are you immune from German measles?"

A mass of Social Democratic material was on sale, including large cuddly teddy-bears which seemed an appropriate symbol for the "nice people's party." David Marquand, one of the founding fathers of the Social Democrat movement, entitled "Russet-coated captains, the challenge of social democracy."

Looking around the big audience under the huge dome of the hall, the members of the new faith did not seem to bear comparison with the stern, puritan captains who had spread their leveling doctrine with fire and sword. In Perth we had the demure, the jolly Northerners. On the penultimate day of the travelling conference, this lot looked decidedly comfortable and middle-class.

Nevertheless, the evangelism that has marked these gatherings was still very evident and at times one might have wandered into a Methodist meeting by mistake.

"We are setting out on a voyage of discovery," said Mr James Galloway, MP for Woolwich East. "We are inspired by a sense of dedication to the crusade we have embarked on—a crusade to save the country."

Certainly, the platform speakers shared this fervent certitude. According to Dr David Owen, the objective of the party was to reform the fortunes of the nation and to bridge the divide between rich and poor.

During the debate of constitutional reform it emerged that MPs and party members shared the belief that proportional representation was the chief instrument for carrying out their massive social revolution.

There seemed to be a touching belief that the millennium could be brought about by a readjustment of the political furniture.

Dr Owen thought that there should be some cross-benches introduced to the floor of the Commons. One speaker wanted two benches set up in the House of Lords so that uncommitted members could speak from either of them according to their views on a particular subject.

A lady who was keen on the single transferable vote method of PR thought it would be like picking out the Social Democrats MP with whom you would most like to spend a dream holiday. Well, thanks for the offer. But after a week in which we have heard the gospel of social democracy preached from 8 am to midnight, that is one holiday that many of us would be prepared to forgo.

John Hunt



Mr Bob Mitchell, one of the SDP's newest recruits, introduces himself to party members, Mr William Rodgers and Mrs Shirley Williams look on

12 nominees for Croydon

NOMINATIONS for the crucial Croydon North West by-election closed yesterday.

Twelve candidates are lined up to fight the seat on October 22. But all eyes will be on the battle between Conservative, Labour and the Liberal-SDP alliance.

Anything less than a win will be a severe blow to the morale of these parties' supporters. The constituency would normally be regarded as a safe Tory seat—it was held at the last three general elections by Tory MP Mr Robert Taylor, who died earlier this year. But 3m unemployed and the new challenge of the Liberal-SDP alliance could change all that.

Local Liberal MP William Pitt is determined to show Liberals can hold their own in the alliance with the SDP. Defeat for the Liberal-SDP alliance would be a severe setback for the alliance.

Labour defectors attacked

HOSTILITY is mounting within the Labour Party towards Labour defectors to the Social Democrats.

This was reflected yesterday in a leading article in Labour Weekly, the party newspaper, under the heading Twisters defect from Labour.

The opening paragraphs read: "The political dishonesty of the assorted defectors to the Social Democrats knows no bounds."

"It was bad enough when the original bunch of deserters kept their seats in parliament and refused to go back to their electors to try to gain endorsement for their treachery."

"But the latest crop are even more guilty of double-dealing. For all five of the latest defectors—Mabon, Mitchell, Ginsburg, Dunn, and McNally—were all prepared to vote in Labour's deputy leadership election at a time when they were already determined to defect."

"All their talk of principle in politics can be seen for the hypocrisy that it really is."

Meanwhile Mr George Robertson, Secretary of the right-wing Manifesto Group of Labour MPs, said last night he "categorically denied" a claim in the left-wing Tribune newspaper that members of his group might be asked to take a "loyalty oath" to the Labour Party.

Mr Robertson, MP for Hamilton, said the group was "doing its best" for its members to stay within the party and "fight the fight which appears now to have a very good chance of success within the Labour Party" against the left.

Education issue may beat Shirley Williams

Ian Hamilton Fazey reports on Crosby

JOHN HARRISON, citizen and merchant tailor of London, founded the most famous of Crosby's three public schools in 1620 to honour his father who had been born there.

In doing so, he may well have sowed the seeds of political defeat for Mrs Shirley Williams, who opposes private education 361 years later.

In Harrison's day, Crosby was a windswept, sparsely populated place. Its farmland was liable to flooding by the River Alt, where the current subjected the shifting dunes to constant erosion. His Merchant Tailors' School was to prove a focal point for the community's development.

Now Crosby is home for 53,000 people. A sea wall protects the new land and at its most desirable end where on a clear day you can see to Anglesey, Burbo Bank Road has been informally renamed Sunset Strip and house prices run to more than £40,000.

Crosby's 40,000 electors make up 53 per cent of the 75,000 in the parliamentary constituency. Of the rest, 24 per cent live in Formby, a mushrooming middle-class township seven miles down the commuter railway line from Liverpool, and another 22 per

cent live in Maghull, a similar distance to the east on the road between Liverpool and Preston. For Sir Graham Page, who died last year, Crosby was as safe as any of the Sunset Strip houses. He held the seat for the Conservatives for 28 years and in 1979 took 56.9 per cent of the votes to win a 19,272 majority. Boundary changes were due to make the seat even safer for him next time round.

Can Mrs Williams win? Much may depend on the Liverpool Liberal party machine. Mrs Williams was last night due to meet the machine's maker, Sir Trevor Jones, alias Jones the Vote and leader of Liverpool City Council.

He has already booked every available poster site in Crosby and suitable empty High Street shops in the town and at Formby and Maghull are being sought for headquarters. The Liberal machine, which could initially run with just a few people under tight control, would then flood the streets with thousands of helpers as the campaign developed.

The leaders of the Liberal and Social Democratic Parties are, however, likely to be charged a high price to secure

asked. Local supporters would have preferred her to take a secret tour of Crosby and assess the risks first.

Those risks revolve around her stand against private education, which affected many Crosby people. This is because Crosby has three public schools: St Mary's College, founded as a Roman Catholic boys' school in 1819, Merchant Tailors' Girls' School which opened in 1888 in the original boys' building. And the boys' school which moved to new premises over the road.

Independence was forced on the schools following Mrs Williams' action as Education Secretary in the last Labour Government when financial help from the local authority in exchange for free places was stopped.

Many Liberals, who favour more choice in education not less, and who helped their candidate win 15 per cent of the vote last time, are embarrassed by her policy and record in office. Ironically, Mr Tony Hill, the local police prosecuting solicitor, whom they selected as candidate and who has now agitated stand down, is a Merchant Tailors' old boy.

The schools are pre-

dominantly for day pupils serving the local area. Annual fees are £1,305 at the two Merchant Tailors' institutions and £1,008 at St Mary's. Total fee income—less an indicator of Crosby's affluence—exceeds £3m a year.

In an area where it is difficult to find a floating voter, let alone one who is not at least related to someone who went to Merchant Tailors or St Mary's, the Conservatives are bound to make enormous capital out of the fact that Mrs Williams was the person responsible for making fees as high as they are. For the moment the Conservatives are keeping an official silence until after Sir Graham Page's funeral next Monday.

Like Labour, who have yet to select a candidate but are confident that Crosby will be as hopeless for Mrs Williams as it has been for Labour candidates in the past.

For Labour, already on a probable hiding to nothing, there is no illusion about who is the enemy. Mr Jim Hubbard, the constituency party secretary, said: "We shall not be just going through the motions. We are going to beat Shirley Williams on policy."

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Tale of Genji. By Tosa Mitsuyoshi. Two Album sheets, colour on paper.

Tale of Genji is a long novel written at the beginning of the 11th century by the talented Murasaki Shikibu, daughter of a Chinese scholar and, as an adult, tutor to Soshi, second consort to Emperor Ichijo.

The stage for the story focuses mainly on the court; the hero is Prince Hikaru Genji, the posthumous child of the most beloved consort of the Emperor, a man who, fearing the struggle to join the future imperial line, reduced his own rank, a gentleman of superior talents and accomplishments. A rough outline of the plot runs as follows: Hikaru Genji, seeking after the visage of his deceased mother, has affairs first with the women of the court of his father the Emperor, and then with many others until he finally finds a lover in Murasaki no Jo, and manages his own happy household. But when another later wife gives birth to an illicit child, Hikaru Genji, in a complete turn of events, abandons his family for Buddhism. The story then turns to the next generation. The child of sin, Kaoru, finally becomes an adult, and battles with a friend over a woman whom he loses due to his own indecisiveness. The woman then plans to commit suicide by drowning herself, but fails and so instead becomes a Buddhist nun.

Murasaki Shikibu's psychological characterizations and her descriptions of court life and nature are very precise. Even today, this Japanese classic remains highly acclaimed and respected. Also, as far as we know, the Tale of Genji has been a popular theme for painting ever since the 12th century, with extant works available to verify this.

The paintings introduced here date from the very last years of Tosa Mitsuyoshi (1539-1613), a member of the Tosa school which preserved and transmitted traditional techniques of miniature painting. The accompanying text was written by famous members of the court of Emperor Goyozai. The combination of painting and calligraphy in this album seems to epitomize the essence of court culture at that time.

Selected here from among a total of fifty-four scenes are the "Utsusemi" and "Momijiga" sections. The former scene depicts Hikaru Genji peering through a crack in the sliding doors at two court ladies enjoying a game of go. In order to give a bird's-eye view of the room, this scene uses a traditional device of removing the roof, along with employing decorative clouds and mist above and below the scene. Inside the room stands a screen with chrysanthemums and bush clover; books and writing boxes are aligned on the *makie* shelf at the back of the room. The second scene shows girls enjoying themselves by arranging their dolls for the annual Girls' Day festivities on the third day of the third month. Dolls can be seen inside the small model house set up in the room; a pear tree with blossoms that indicate spring appears in the garden.

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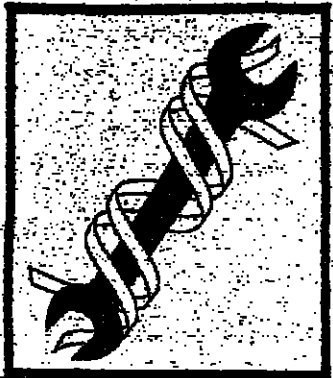


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TECHNOLOGY

Celltech applies British genius to British genes

In the first of a weekly series examining the companies specialising in bio-technology, David Fishlock looks at the new British government-backed company, Celltech, and its first corporate plan.



CELLTECH IS a bio-technology company, devoted to research and development, right at the frontiers of the technology. Its job is to try to exploit profitably—and internationally—work of the kind which has won British scientists Nobel Prizes and election as Fellows of the Royal Society.

Celltech was born 11 months ago, in a political climate hostile to the idea of new state-funded ventures, no matter how passionately its science advisers pleaded their case. It was born because private enterprise found more than half the £12m it was born in, Belgrave, at the headquarters of the National Enterprise Board, where Gerry

Fairclough and a couple of aides put together their "blue book" outlining how Britain might compete with such well-publicised U.S. bio-technology ventures of the late 1970s as Cetus, Genentech and Genex. On the basis of this prospectus—not the final corporate plan, emphasises Fairclough, though he thinks it was a better plan than most companies proffer at this stage—four private backers put up more than half the £12m. His "angels" were British and Commonwealth Shipping, the Pru, Midland Bank, and TDC, part of the Finance for Industry Group.

Confronted with what manifestly was a display of considerable entrepreneurial initiative on the part of the NEB, Sir Keith Joseph, then Secretary for Industry, agreed that the NEB should become the fifth and biggest shareholder, 44 per cent, with the private sector holding 14 per cent apiece. Celltech's first corporate plan was approved by the five shareholders this summer. It sets out the four broad areas of business the company is seeking, pinpoints some immediate targets, and relates all this to financial and manpower planning.

It envisages four roughly equal sectors of business.

● **Contract research:** defined by Lord Rothschild a decade ago in these terms: "The customer says what he wants; the contractor does it (if he can); and the customer pays." Celltech is seeking substantial research contracts—from companies which think that a microbe might solve their particular problem, or lead to a new product.

To avoid the distractions of "jobbing" research, Fairclough makes it plain that he is looking for contracts worth about £250,000 upwards. He has already signed his first contract, and begun work on others, not yet formally signed up. His targets are big research-based companies which recognise that he is building a specific and scarce kind of expertise which they can hire without long-term commitment to people or premises.

Fairclough admits that his original concept of Celltech was that its contract research function would wither once the company got going with new products. But after touring the big research spenders in the U.S. and Britain with his director of research, Dr. Norman Cary, earlier this year, it dawned that

the kind of team he was building could have a big future in contract research.

● **Licensing:** the transfer of technology in the form of saleable packages, of a kind that appeals to pharmaceutical companies looking for new products, for example. The income would come from royalties on sales of the product.

A saleable package of technology must include a description of the product, and the process to make it, protected by Celltech patents. It must also indicate some applications, offer "know-how" on its manufacture and use, and give some idea of its toxicity and formulation, believes Fairclough.

In short, Celltech must be prepared to invest a considerable amount of R and D in putting together a package that

might attract a big client. It could easily cost £250,000-500,000 per package and there would be no revenue until the customer was selling the product.

● **Products:** Celltech also plans to market products itself. Its first is anti-interferon, already being made in the company's laboratories in Slough.

Anti-interferon is an agent which can be used to separate traces of interferon from a "soup" of living cells. Researchers at the University of Warwick have shown how anti-interferon can be built into a filter capable of enriching the levels of interferon in the original soup about 5,000-fold.

"Nobody else so far as we know is marketing an antibody to interferon commercially," Fairclough claims. "And I have

the feeling it's a particularly good one." It is already selling in the U.S. at "several hundred pounds per gram."

The secret of commercial success will probably lie in devising simple diagnostic kits, similar to those pioneered by Amersham International for the sale of small packages of radioactivity. Such kits would be used to help diagnose, trace and treat such diseases as cancer.

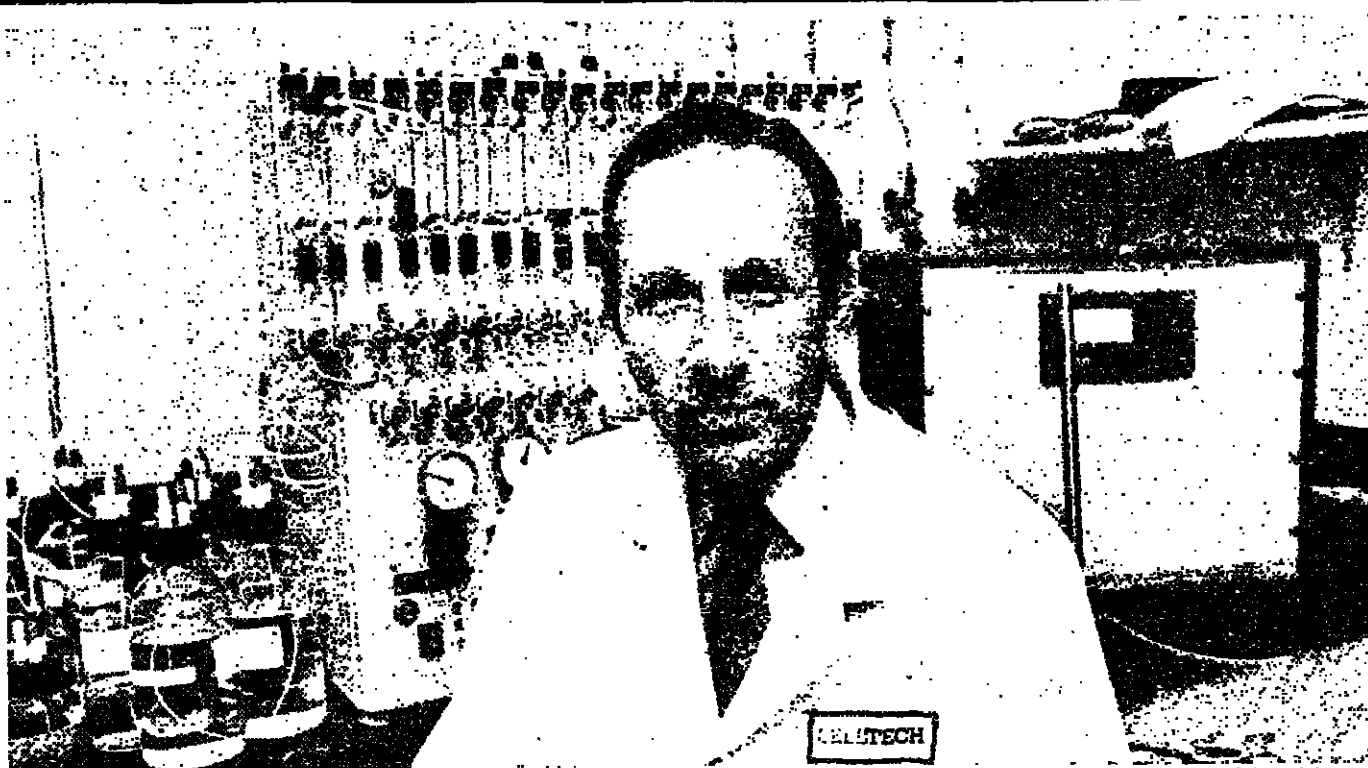
● **New businesses:** specific new commercial ventures, or joint ventures by Celltech, distanced from the parent company so that Celltech retains its identity as a small, high-technology activity. It opens the opportunity to build up the company quickly without disturbing the bedrock of R and D. But the ventures could all be expected

desired protein, reproduce themselves like microbes in a fermenter. One research objective is to scale the operation up by using man-made reactors.

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Gerard Fairclough, chief executive of Celltech, with its first oligonucleotide synthesiser, built by the company this summer. It allows the researchers to make genetic material to their own specification.

to have a close and continuing interest in the R and D base. Gerry Fairclough hints that the first of these new ventures—in immunology—may be set up early next year.

The research base of Celltech is being built by Dr. Cary, in laboratories vacated last year by a U.S. drug company. It has two main strands: cell hybridisation, basis of the monoclonal antibodies; and recombinant DNA, in which the genes of a microbe are modified to make the desired chemical.

The corporate plan calls for a total staff of about 150 by midsummer 1983, with perhaps 40 engaged in recombinant DNA and 50-60 on cell hybridisation.

Now, Celltech must venture into some associated areas of advanced technology. One is the development of computer-controlled machines for automatically synthesising a specific gene. This technology could prove vital in getting commercially useful yields from microbes made by genetic engineering. Another development area is the scaling-up of fermentations, and associated problems.

Gerry Fairclough rejects — "absolutely wrong" — any suggestion that Celltech is too late. Of the dozens of companies which have sprung up in the last few years to exploit the new techniques of bio-technology, he claims no more than two or three are ahead of Celltech in recombinant DNA research, and no more than two in cell hybridisation.

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Japanese learn the power of catalysis

TECHNOLOGISTS and marketing men from one of the UK's bigger chemical companies have been in Tokyo this week giving Japanese industrialists a taste of technology in which the West still has the edge.

That technology is chemical catalysis, the science (some would say art) of using a substance to speed the progress of a chemical reaction.

The company is Johnson Matthey Chemicals, part of the diversified Johnson Matthey group; the technology it has been demonstrating to the Japanese covers many of the developments it has pioneered over the past decade.

The list included:
● An internal combustion engine fired by catalysts rather than sparking plugs or high compression.

● A catalytic system which cleans pollution from the exhausts of cars running on leaded petrol while remaining free from lead poisoning.

● New ways of making agrochemicals, pharmaceuticals and synthetic dyes.

Not state-of-the-art stuff by Western standards but clearly fascinating to the Japanese who crowded the three days of seminars.

Mr Robert Series, sales director for Johnson Matthey Chemicals, said: "It was a jump in the dark. We had no idea the seminar would arouse so much interest."

Needless to say, JMC's interest in giving the Japanese a sight of Western catalytic technology is not entirely philanthropic; it is interested in increasing its sales of platinum-based catalysts to Japan. Sales there have already grown some three times over the past two to three years.

The thrust of the JMC presentations illustrated its concern with the conservation of energy and the need to move away from petroleum feedstocks, and the threat of industrial and automotive pollution.

The most spectacular example is the "catalytic engine," an internal combustion engine which is fired by catalysts suspended in the combustion chamber rather than the conventional spark plug in petrol engines or high compression in diesels.

Built in collaboration with Ricardo Consulting Engineers, its single cylinder prototype demonstrates that the concept works and produces an engine with low emission levels, fuel economy equivalent to a conventional diesel engine, the ability to operate over a wide range of fuel grades and no significant cost penalty over today's engines.

But JMC is a chemicals company, not a motor manufacturer, so the idea has been shelved until a suitable sponsor for the project is found.

Its more conventional work on control of vehicle emissions won it the MacRobert Award in 1980; its three-way catalyst concept is now a standard for automobile manufacturers.

It uses platinum catalyst grafted up with rhodium, electronic fuel injection and oxygen sensing equipment. In the U.S., where lead additives

in petrol are banned, the system works well; in Europe where lead is still added to petrol, the catalyst was quickly poisoned by the additive.

Over the past three years, JMC has developed a lead-tolerant catalyst with the support of the Department of Industry, British Leyland and AERE Harwell.

ALAN CANE

Storacall gives the answers on answering devices

ACCORDING to Storacall of Twickenham (01-891 3321), the lifting of the "rental only" policy by British Telecom, allowing people to buy their own outright, has flooded the market with telephone answering machines from all over the world and with new companies trying to market them.

Among other comments about these machines Storacall says that "some are of excellent quality and some are not. Some of the new machines are here to stay, some are not. Some of

the machines you can use legally, some you cannot."

Girding up its loins for the defensive posture it will certainly have to adopt as "liberalisation" of all telecommunications products comes in next year, Storacall has produced a six page pamphlet which it says "will cut out the confusion about telephone answering machines."

Mechanised lock operated by plastic card

AN ENTIRELY mechanical lock, operated by a simple plastic card—the size of a credit card—instead of by a key, has

been developed with the aid of the Israel Institute of Innovation (27, Rothschild Blvd., Tel Aviv 61308).

The changing of the combination of the lock on the plastic card and the punching of new cards can be carried out by the owner himself.

The system is applicable in three areas: 1—A multiple bolt domestic lock developed in accordance with U.S. standards (it can also work with a single bolt only). 2—A padlock, and 3—A car lock which locks the steering wheel to a pedal. All the locks have at least 1m different combinations but nevertheless have fewer moving parts compared with existing locks

Switch from Probus cuts energy bills

AN electronic switch enabling the same lamp to use 20, 60, or 100 watt electricity supply has been developed in Sweden by Probus Invest. Under the name Fiber Switch, the integrated circuit is installed close to the appliance. Instead of a mechanical switch a metal foil is used as a touch control.

The consumer pays only for the amount of electricity used for each individual purpose. For more details Probus Invest is at S. Tullgatan 4, S-221 40, Malmö (46 040 75645 or Telex 32 606).

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ternational trade, customs regulations, transport, etc. And you also have the possibility of direct contacts with representatives of countries of interest to your business: in 1981 there were 87 official delegations of foreign countries at the Fair. Something else to bear in mind: all year long 26 countries maintain permanent trade offices at the Milan Fair.

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60th MILAN INTERNATIONAL FAIR

THE PROPERTY MARKET

BY ANDREW TAYLOR

Basildon deal for Norwich Union

NORWICH UNION continues to maintain its reputation as one of the country's leading town centre developers. This week the insurance group announced its biggest-ever property deal, with plans to build a £50m covered shopping complex in Basildon.

The scheme will provide more than 600,000 sq ft of new retail and office space for the fast-growing Essex new town. Plans include a new 200,000-sq-ft department store to be occupied by Alders, part of the UDS stores group.

The development, on two levels, will also include 75 smaller-shop units plus a 30,000-sq-ft fashion store. C & A has been among a number of prospective tenants to show interest in the 30,000-sq-ft unit.

In addition, the scheme will include two office blocks providing a total of 121,000 sq ft of new office space. Car parking for 1,000 extra vehicles will also be provided as part of the development.

It is the most ambitious development programme yet undertaken by Norwich Union which in the past few years has become one of the most active developers in the UK. Among major schemes currently under way is a £35m town centre redevelopment in Exleyheath in south-east London.

Norwich Union currently has

a development programme of around £300m to be phased over the next three or four years, including the Basildon scheme.

Plans to develop a new shopping centre in Basildon were first raised more than 10 years ago but initial talks involving Norwich Union and the new town development corporation were subsequently overtaken by the 1974/75 property collapse.

When development plans were raised again, Norwich Union had lost its place in the queue as preferred developer and had to withstand competition from several major investment institutions before the development corporation decided to adopt its original choice of developer for the town centre scheme.

This will link the existing open-air shopping complex in Town Square—one of the first pedestrian-only shopping centres in Britain—with a 163,000 sq ft Sainsbury store at the south eastern end of the town centre which has been trading very successfully since it opened around two years ago.

In addition to the new shopping complex, the development corporation is also proposing to upgrade and roof over the existing Town Square shopping area where some retailers are concerned about loss of trade as a result of the new development.

Liverpool Street move

ROSEHAUGH Greycoat Estates, the joint development company established to carry out a 500,000 sq ft office and retail development next door to London's Liverpool Street station, has won outline planning permission for its scheme which could eventually cost up to £75m.

The Labour-controlled Hackney Borough Council has given the scheme its blessing but the attitude of the Greater London Council, which has set its face against new office development in this part of London, must be more questionable.

The developers, however, believe that they have cleared a major hurdle in winning outline planning permission from Hackney. This decision had the prior support of the former Conservative-controlled GLC, which was thrown out of office as a result of local authority elections in May.

The developers believe that planning procedures do not allow the GLC two bites at the cherry and that the existing consent must stand. And the developers say that detailed planning consideration is a matter for the borough council only.

Greycoat Estates, which controls just over 33 per cent of Rosehaugh Greycoat, would certainly not relish any further conflict with the GLC.

Development plans for the 21-acre site to the east of Liverpool Street station, bordered by

Sun Street, Wilson Street and Finsbury Avenue, were first announced by Greycoat and Rosehaugh at the beginning of this year. The scheme provides for just over 500,000 sq ft gross of office accommodation. Building work on a first phase of 295,000 sq ft of offices is planned to start next year.

In addition the scheme also provides for six shops, two public houses, leisure facilities and a new London square. Rosehaugh holds around 40 per cent of the joint development company.

Rosehaugh, headed by the former tax specialist Mr Godfrey Bradman, has assembled the

land to the west of Finsbury Avenue. Development is complicated by the fact that the joint company still controls only 70 per cent of the land needed for the whole scheme. This, however, is not an obstacle to the first phase.

Most of the area is occupied by a mix of warehousing, residential, office and shop property, some of it vacant and most of it in a poor condition. In the majority of cases Greycoat does not envisage any problem in buying in the remaining sites for the scheme. Moreover, Hackney has said that it will use its compulsory purchase power if necessary.

Former Goodyear site back on the market

THE FUTURE for the former Goodyear tyre plant at Garscaden, Glasgow, still has to be resolved. Goodyear has put the site back on the market after an option to Favis Property Company lapsed, following a failure to agree satisfactory planning agreements.

The developers eventually won planning permission for around 115,000 sq ft of retail space but this was conditional on a similar amount of industrial space being built first. Also the retail development could not proceed until the industrial space was let.

With the Clydebank Enter-

prise Zone offering industrialists and developers a wide range of incentives just a mile away from the Goodyear site, the prospects for a successful industrial development must remain questionable.

Nevertheless, joint agents James Barr and Son and Edwards, Bigwood and Bewlay say that there has been good interest in the site, which is on the market at around £2.5m. Prospective purchasers are thought to have included one or two private house-builders.

Office revolution debate rolls on

MR CLIVE JENKINS, taken heretic at the Savills commercial property conference in London this week, combined conviction with stagecraft as he attacked his audience, among other targets.

Sample salvos included:

● On the technological revolution: "The successful firm in the future will be able to move into smaller premises."

● On London offices: "In the next three years we can expect to see up to 350,000 jobs taken out of the centre."

● And, on property investment: "don't go into office development as you have done in the past."

Mr Jenkins, the general secretary of the Association of Scientific, Technical and Managerial Staffs, said that money should not be going into property but into the shabby, run-down, inefficient, UK infrastructure.

mean more use of the facts and more potential transactions.

In the meantime, "Universities" is a very fast growing, and very young fund, with an annual net cash inflow of about £150m. It is going for a ratio of 30 per cent of its portfolio in property, but it is not quite there yet—which means that it is putting about £60m a year into property at the moment.

"We cannot take too much low-yielding property," says Sir Kenneth. "An actuary values your fund every three years; he will start with current growth rates." If the sums came out too low the actuary could demand more input from a given fund's contributors.

Universities' believes in operating within the rules. Its shopholdings are apparently below average and it reckons that potential performance on industrial/warehouse/science park investments is better in any case.

Sir Kenneth also has a word of warning for investors who ignore the short term. "In a sense you took 40 years ahead," he observes, "but if interest rates are extremely high, the discounting factor is so large that the growth you are promised in 15 years does not mean anything."

"The major technological revolution," said Sir Kenneth, "is an office revolution." But on office population, he main-

Green belt offices turned down

A DECISION to reject plans for an office development of up to 70,000 sq ft on a greenfield location in Sevenoaks, Kent, may provide a guide to the Government's possible future attitude towards developers seeking to build on "green belt" sites along or near to the proposed route for the M25 motorway.

Mr Michael Heseltine, Environment Secretary, fully supported the recommendation of a public inquiry to reject an application by Sevenoaks District Council to build offices for its own use on a greenfield site within a mile or so from the M25 route.

The inspector's report criticised the district council for "being seriously misdirected in deciding to develop" within a vulnerable part of the Green Belt.

Mr Rex Mercer of Drivers Jonas, estate agents and chartered surveyors said: "So far, the Secretary of State has expressed a strong commitment to the Green Belt, but what has happened here is particularly important at it reinforces that commitment with an actual planning decision."

Drivers Jonas represented Sevenoaks Town Council in opposing the scheme by the District Council.

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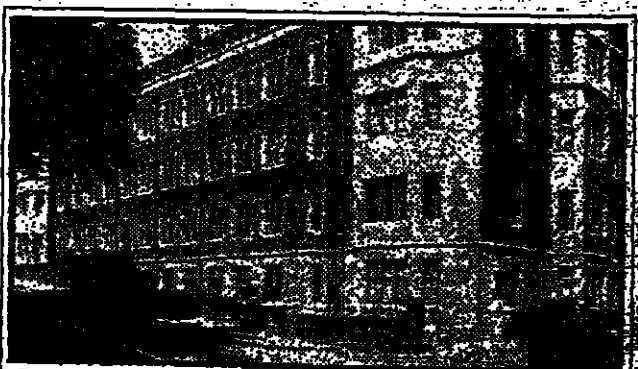
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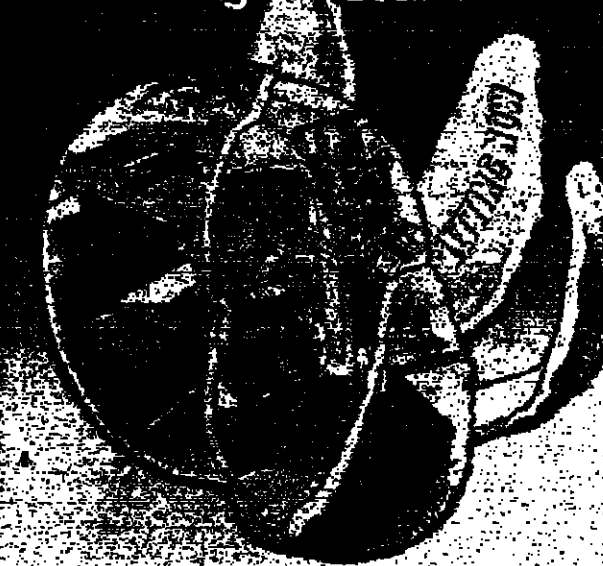
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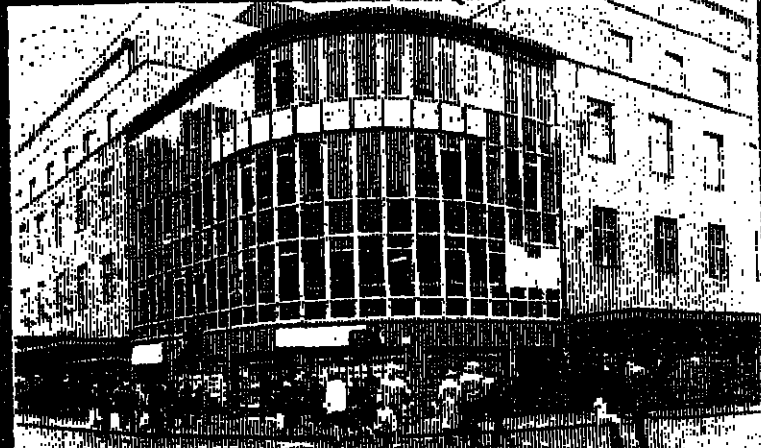
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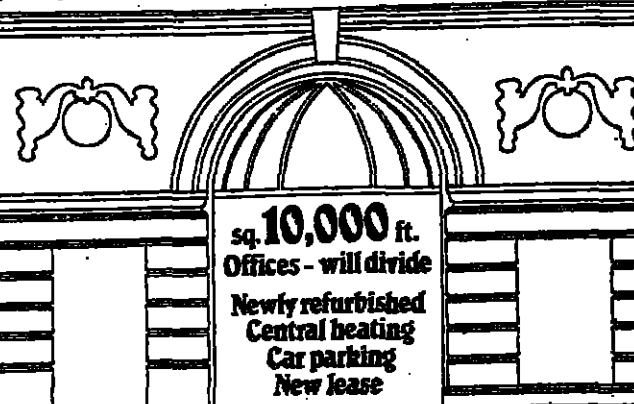
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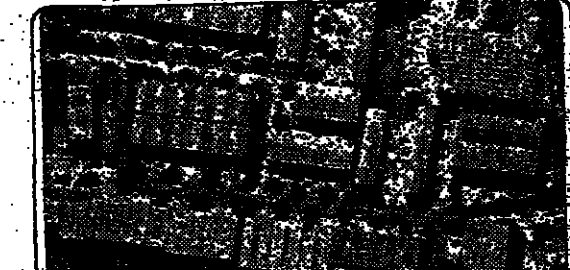
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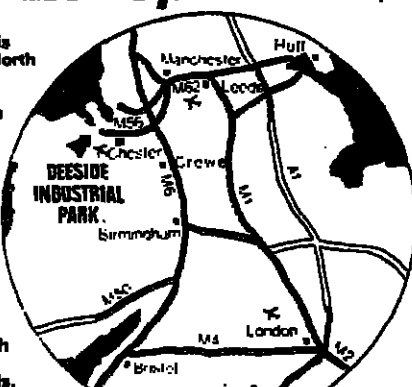
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THE MANAGEMENT PAGE

EDITED BY CHRISTOPHER LORENZ

Chrysler: 'a big miracle' is next on the agenda

Ian Hargreaves assesses the prospects for the beleaguered U.S. motor group as it launches its latest range of vehicles

IT WAS a scene many of us did not expect to witness: the launch of Chrysler's 1982 cars and trucks.

But the scene was real. In the Arlington Heights Hilton Hotel, Chicago, last week there was a room full of Chrysler cars. There were sports cars, mini-cars, family sedans, small trucks, bigger trucks, vans, fancy limousines and even a convertible: 21 car models in all. Among the beaming PR men, Mark Twain was much in fashion. "Reports of our death were greatly exaggerated," they were saying.

Lee Iacocca, Chrysler's chairman, squinting into the TV lights for the hundredth time this year, was getting simultaneously naive and biblical in the excitement. "That massive keel-hauling is now over. The trip through the valley of the shadow of death is behind us. We're a new company. We've delivered on our promises to the United States Congress and the American people." And so on.

Chrysler, Iacocca says, has the most modern plants in the world; its vehicles lead Detroit in fuel economy; it has the lowest prices and the fastest growing market share. Chrysler is even signing up new dealers and, in the middle of "the worst automotive recession in 30 years," the company has turned in a slim second quarter profit, its first quarterly surplus for more than two years.

Those whose names have appeared beneath headlines like "why \$400m may not resurrect Chrysler" (Financial Times, January 16, 1981) are being made to squirm; but although this squirming may be premature, there is still much in Chrysler's achievement worthy of acknowledgement.

Perhaps no-one other than Iacocca could, in the first place, have pulled off the mixture of sheer hustle and appeal to the self-interest of the politicians that was necessary to get \$1.5bn in loan guarantees out of Congress, pay cuts out of workers and a massive debt write-off from its banks.

Even more remarkable than that is the way Chrysler's top management has been able, through two long and distracting political dogfights, to keep its eye on the real target and secure genuine improvements in quality, product range and market share.

In the first eight months of this year, Chrysler secured 10 per cent of the U.S. car market (compared with 8.6 per cent in the same period of 1980), helped by imports from Mitsubishi of Japan, which bear

Chrysler's name and are sold through Chrysler dealers. This gain was at the expense of General Motors (down from 35.4 to 34.4 per cent) and to some extent from Ford (down from 16.2 to 16 per cent) and Volkswagen of America (down from 2.1 per cent to 1.8 per cent).

Chrysler's famous K-cars, on which so much depended when they were launched onto a shaky market last autumn, have been a success. This year, about 410,000 have been sold, compared with Ford, which through lack of capacity, sold only 340,000 of its Escort-Lynx "world cars."

As for product range, Chrysler's 1982 line-up is an act of military bluffing worthy of the confederate Civil War hero General Robert E. Lee. Beneath all those shiny bodies lie two basic motor cars: the four-year-old Omni-Torion (which was modelled on Volkswagen's Rabbit/Golf) and the K-car, supplemented only by Mitsubishi and the residue of old gas-guzzler frames which Chrysler is busily trying to work out of its repertoire.

It is easy to knock this as a resort to old-fashioned Detroit nameplate and engine switching, but the line-up is at the very least an act of considerable resourcefulness on the basis of very limited means. The production of the convertible, for example, has been achieved in little over a year from the date of its original conception. Ford had the same concept at the same time, but the car is nowhere in sight.

Cushion

On the financial front, Chrysler has just about kept its balance under the guidance of Gerald Greenwald, aged 46, who joined Chrysler from Ford in 1979. "We have learned to run a big car company without all the financial cushion you would normally have," he says.

This has been achieved by keeping a choker-tight hold on cashflow, a policy which in turn demands that the company maintain a certain selling rate for its products, even if that means cutting prices to loss-making levels and constantly fine tuning expenditure, even if that means holding up capital programmes. Three times in the past year Chrysler has led the industry into huge price rebating programmes and last week Iacocca announced the most dramatic deal yet—the decision to freeze prices on a third of Chrysler's 1982 range, thus wiping out a 7.7 per cent

price increase, announced earlier. This may sound simple, but in a \$10bn a year corporation, even the art of knowing what you are spending on a day-to-day basis is complex.

It goes without saying, however, that Chrysler still has an awful long way to go. "We have performed our little miracle; now comes the big one," says Iacocca, never at a loss for a succinct phrase.

For a start, Chrysler is still losing money. It became more confident and produced more cars in the second quarter than it could sell even at rebated prices: as a result it will make a bigger loss than forecast in the third quarter just ended. For the year, Chrysler has set a loss target of \$253m, but it will be hard put to hit this target.

The policy of moving cars at almost any price is obviously one which can only last so long, given that Chrysler has zero equity and no borrowing power. At the end of June, the company had \$2.4bn of debt and it is pledged to start paying back \$1.2bn of government-guaranteed loans in 1984. By March next year, Chrysler will have paid off (at the concessionary rate of 30 cents to the dollar) its remaining \$330m of bank debt.

The company also has a mounting pensions problem. Chrysler's unfunded liabilities to its workforce and ex-work-



Lee Iacocca: high hopes of Chrysler's 1982 models which include (clockwise from top left) the Omni Maser, certified to achieve 50 mpg on the open roads; the Plymouth Sapporo; the 1½-ton E-Expanded Mobility Truck; and the new convertible

force amount to more than \$1.4bn and it recently persuaded the authorities and its trade union to defer payment of a further \$260m.

In short, Chrysler is still well and truly on the rocks. It can only be re-boated by a rising tide of car sales across the industry and that can probably only happen when interest rates come down and the U.S. economy returns to greater stability.

In the model year just ended, Detroit and its rival foreign manufacturers (the latter accounting for a quarter of the market) sold 9.1m cars and 2.4m trucks. Chrysler says it needs to sell 1.2m units a year to make sustained profits and it thinks it is capable of holding 10 per cent of the market with its domestic products. That means Chrysler needs a car and truck market in 1982 of at least 12.5m units, which is 1m units more than 1981 or 1980, but way below the 15.5m units at the market's peak in 1973. Ford and American Motors are predicting industry sales of 13m units next year, but they know they could well be wrong if interest rates stay high.

If the industry remains in the doldrums, early next year Chrysler will have to start thinking about selling off something. The candidates are Chrysler Mexico, which is profitable, an electronics subsidiary in Alabama or Chrysler's defence business, which makes tanks.

The company is also still trying to sell half of Chrysler Financial, its dealer and customer finance arm which could provide someone with a useful base for developing a consumer finance business. But so far, buyers have been put off both by the overall financial condition of Chrysler and by the fact that Chrysler Financial is, in support of the parent company, still lending money to customers in states where it is illegal to charge a market rate of interest.

In Arkansas, for example, the legal limit for car loans is 10 per cent. Chrysler Financial's current average cost of funds is 18 per cent. "We have these

problems in 40 out of 50 states," says Greenwald.

Chrysler also has to go on carrying a huge interest burden, costing it over \$300m a year, even though the Government aid programme has at least given it stability by fixing its rates at a constant level (the average is a bargain 13 to 14 per cent).

Iacocca thinks the 1980s will be the best in the industry's history, as pent-up demand is released by stable petrol prices, falling interest rates and a stronger economy. "The trick now is to make sure you don't die before you get to that period," he says.

This year, Chrysler will spend \$497m on capital programmes, compared with \$2.5bn at Ford

and \$88m at General Motors. "They just aren't able to keep up with the game," says Philip Caldwell, the Ford chairman, whose board has already turned down an invitation to take Chrysler under its wing.

This shortage of capital could be especially crucial in the truck sector, where Chrysler's market share, even including its Mitsubishi, was down from 12.9 per cent to 9.9 per cent in the first eight months of this year and where it badly needs completely new products rather than nameplate switches and restyled interiors.

Chrysler's car products are unattractive, both in terms of technology and styling, lacking as they do the aerodynamic appearance and four-wheel independent suspension of the Escort, for example. The K-car is the last hurrah of the 1970s, he says scornfully.

Iacocca says that Peugeot and Mitsubishi, in each of which Chrysler has a 15 per cent stake, remain the likeliest bets for a deal. "The timing?" "Between 1983 and 1990," he says. "We've had a couple of black quarters."

Certainly, for example, that would be an undesirable outcome for the Chrysler chairman, although it remains one fraught with difficulties. It would almost certainly mean that the U.S. Government would have to write off the \$1.2bn in debt. This could be very sensitive politically if the buyer turns out to be from overseas.

But Iacocca is certainly right about one thing. Chrysler's most attractive asset to any purchaser is its share of the biggest auto market in the world. That is being defended at all costs.

Management abstracts

Measuring changes in market share. R. D. Buzzell and F. D. Wiersema in *Strategic Management Journal* (UK), Jan/Mar 81: p. 27 (16 pages, tables).

Reports research to determine general relationships between market-share change and variables representing competitive position and marketing strategy; presents the results, which show that among the most significant determinants are product quality and the exit and entry of competitors. Human resources management.

M. A. Devanna and others in *Organisational Dynamics* (U.S.), Winter 81: p. 51 (17 pages, chart, tables, bibliography).

Identifies factors contributing to what is said to be the growing importance of human resources management; presents a framework for improving the personnel function, based on an investigation to measure its effectiveness and identify areas requiring change.

The extent of risk in employing ex-offenders. E. Southall in *Personnel Management* (UK), Apr 81: p. 35 (31 pages).

Reports research into the employment of white-collar ex-offenders; indicates the number in employment and reconvicted, and draws the conclusion that there is no additional risk.

Safety committees. J. Leopold and R. Coyle in *Personnel Management* (UK), May 81: p. 30 (3 pages, table).

Dealing particularly with small businesses, examines the impact of the requirement to create joint union-management health and safety committees, and gives an example of the way such a committee works in an unnamed manufacturing firm.

The role of supervisors and shop stewards. C. Wyles and M. Evans interviewed by S. Meaker in *Work Management* (UK), May 81: p. 49 (44 pages, 38 (7 pages, diagram)).

Makes recommendations on the role of foremen/supervisors, e.g. there should be fewer levels of supervision, and supervisors (not shop stewards) should be the communicators between management and the workforce. Gives the views of the general secretary of the Transport and General Workers' Union on what the relationship between management and shop stewards should be.

These abstracts are condensed from the abstracting journals published by Anbar Management Publications. Licensed copies of the original articles may be obtained at £2.50 each (including VAT and p+p; cash with order) from Anbar, P.O. Box 23, Wembley HA9 8DJ.

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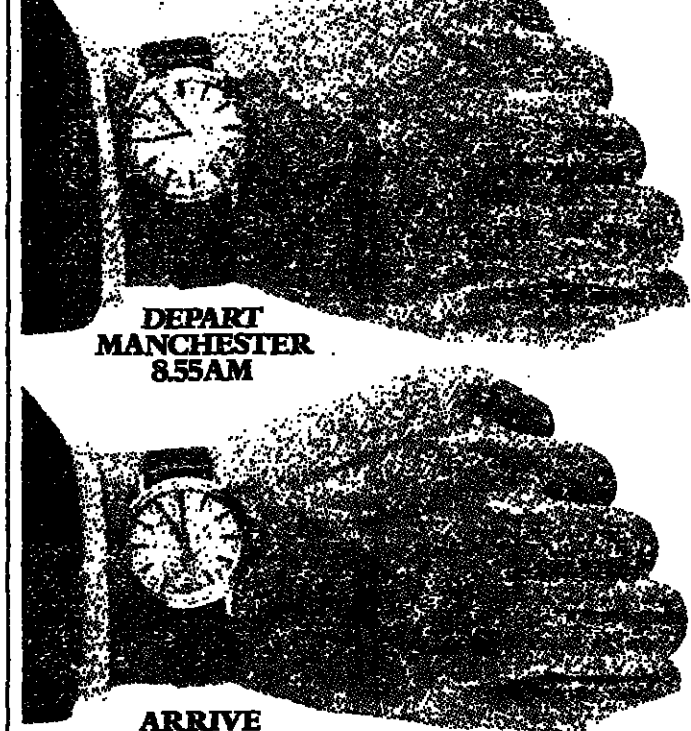
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Friday October 9 1981

The machinery of justice

THE DELAYS and high costs involved in the administration of justice have now become so great that they often frustrate the purpose of the law.

Most citizens cannot afford to go to court to settle their civil and commercial disputes and the punishment of offences comes much too late to have a deterrent effect.

The English machinery of justice is of medieval origin, embellished by a few Victorian improvements. Its large major overhaul took place in 1873. The many committees and Royal Commissions appointed since then to pacify discontent have produced a mountain of paper but hardly a measure of reform. Commercial arbitration, as well as the numerous tribunals created in response to the new needs of an industrial society, has been invaded by lawyers and imitate the anachronistic and costly ways of the High Court.

Profitable

Neither Parliament nor the legal profession have so far had a strong enough incentive to reform the system. The profession has delighted in its ancient ways, not only because they are picturesque but also because they have been profitable. The point has now been reached, however, when resistance to reform may kill the goose which lays the golden eggs. The solicitors will be the first to suffer, and at their national conference in Harrogate they applauded yesterday the President of the Law Society when he called for a fundamental reform of the law and of its administration, arguing that minor changes will no longer meet the public need.

The directions of reform are clear. High priority should be given to making certain and understandable law which is not obscured by the incomprehensible drafting of statutes and the proliferation of precedential decisions reported too late or not at all. The Law Commission should be allowed to move at full speed to consolidate and codify the law, and Parliament should adopt special procedures to speed up the passage of the Bills which the Commission prepares. Second, there is no longer need for interminable oral arguments in court. Written submissions should be given greater scope as is the case in the U.S. and in Continental Europe. Time for oral arguments should be strictly limited. This would reinforce the case for doing away with the division of the legal profession into solicitors and barristers which is costly in

terms of time and money. Third, judges should be given greater control over pre-trial stages of litigation and powers to stop procrastination and to ensure an efficient trial. Court administration should be purged of the many historical monopolies which lead to fragmentation of procedure. Courts should be provided with up-to-date systems for the recording, retrieval and reproduction of information. Fourth, the County Courts should be strengthened and litigation should, as a rule, start there and be referred to arbitration whenever suitable, as is done in France. Only disputes involving difficult and important issues of fact or law should be allowed to proceed to the High Court.

Similarly, in the criminal field Magistrates' Courts should be streamlined and strengthened. Election of trial in a higher court should not be possible for minor offences, and trial by jury should be reserved for only exceptional categories of cases where the gravity of the offence depends more on prevalent concepts of morality than on strict definitions of the law. The historical anomaly which entrusted the prosecution of crime to police should be replaced by a regional network of public prosecutors independent of the police, and the Home Office responsibility for rules of Magistrates' Courts should pass to the Lord Chancellor.

Awareness

Finally, as a matter of special urgency, steps should be taken to relieve the judicial system of matters which can be better, cheaper and more quickly settled by administrative procedures. Traffic and other "technical" offences should be removed from criminal court and dealt with by an administrative, computerised system with the possibility of appeals to magistrates. Non-payment of fines should lead to de-registration of vehicles. On the civil side, compensation for personal injuries in motor accidents should be put on a "no-fault" basis and settled in the first instance administratively, with a possibility of appeal to courts. Such broad reform cannot be achieved without a greater awareness on the part of the political parties: when the machinery of enforcement is jammed a flood of statutes leads only to lawlessness. It cannot be achieved without a more enterprising approach on the part of the Lord Chancellor's Department. One thing that is not necessary is another Royal Commission.

Linking schools with industry

THE BELIEF that preparation for earning a living is no proper part of a young person's education has a long pedigree. Associated with the thinking of Aristotle over 2,000 years ago, it persists at least in parts of the education systems of many countries. Its persistence has been especially strong in Britain. Although other nations had for long included vocational preparation in children's normal schooling, only five years ago the UK educational profession raised an outcry against a statement by the then Prime Minister, Mr. James Callaghan, that one of the objects of education was to fit children "to do a job of work."

Central body

Despite the initial hostility of professional organisations, it is clear that Mr. Callaghan's view was shared by many individuals, not only in schools but also in companies and organisations with interests in both sides of the so-called education/industry gap. The result is a multiplicity of efforts to improve the mutual understanding of schools and employers by having managers and other staff talk to classes by sending teachers and pupils to see at first-hand what work in industry means, and by numerous other means.

These initiatives have been so many and varied as to leave the heads of both industry and the education services with no comprehensive knowledge of what is going on, let alone which of the particular schemes to link schools with companies are worth continued support. Accordingly, the Government asked Mr. Neville Cooper, administrative director of Standard Telephones and Cables, to examine whether a new central body should be established to control the development and funding of the linking schemes.

His conclusion after a year's review is that there is need for greater co-ordination particularly since most of the activities are worthwhile and offer scope for expansion and further

initiatives. A committee of about 10 chairmen of major companies who have shown personal interest in the schemes should be established to spread enthusiasm in industry and perhaps provide a trust to attract funds from charitable bodies and individual benefactors. Greater interest would be stimulated in the education system by instituting an annual award to schools which had established outstanding links with industry.

But Mr. Cooper opposes the formation of a new central body to control the linking schemes. These should be left largely to raise their own funds so that the less effective would be eliminated by market forces. In proposing that the Education Department be given greater responsibility for bringing industry and schools together, Mr. Cooper is being entirely sensible. Unfortunately, however, this fundamental step will be the one elected with interest by the authorities. The reason is constitutional. The Education Department has never had the power to fund and manage specific educational activities, such as the linking schemes. Public funds for schooling are distributed by the various local education authorities which jealously guard their power to decide where to spend the money without any direction by central government. The licensing of the Education Department to promote linking schemes in the authorities' schools could be represented as an invasion of local democratic rights.

Strong case

Even so there is a strong case for ministers to do as Mr. Cooper suggests. For the inability of the Education Department to involve itself importantly in co-operation with industry serves to ensure the tradition that education and working life have no proper connection. Since that tradition is no longer in the national interest the fact should be recognised by giving the Department the extra power proposed.

TOMORROW, the tenth day of the tenth month, 70th anniversary of the overthrow of the old Manchu dynasty and foundation of the first Republic of China by Sun Yat Sen, Taiwan — which calls itself the Republic of China — will give its most eloquent answer to the wooing from mainland China.

There will be the biggest parade Taipei has seen: hundreds of thousands of people, thousands of red flags with their white sun on a blue background, the rich produce of the land, tractors and mini-tractors, the best industrial products that modern technology can make, and an impressive show of military muscle with M47 tanks, Green Bee anti-tank missiles, 105 and 155 mm guns, Honest John surface to air missiles, and a five part of F-5 fighter jets. The clear message is that the Taiwan regime of Chiang Ching Kuo has its own government and doesn't want the Communists spoiling it. The military hardware underlines the determination to fight for freedom if necessary.

For 32 years there have been two claimants to the title of rightful Government of China, the Peoples Republic on the mainland with 1,000m people, and the Kuomintang (KMT) or Nationalists on the small island of Taiwan governing fewer than 18m people. The latter were driven from the mainland by Chiang Kai Shek fled to Taiwan when the Communists took power in 1949. Their island outpost is all that remains of their Chinese empire. But they still dream of returning to the mainland in triumph.

The two regimes have come their very different ways. China developed a Communist system, shunned the world for 20 years and got on often brutally with the task of organising, feeding and clothing a vast population torn apart by war and civil war. Taiwan, by contrast, has been a free society since 1949. It has a long way to go — per capita income in China is still only about \$250 a year.

Taiwan has leapt far ahead following a capitalist system. Its trade is higher than China's, its products, especially electronics and textile goods, have world-wide markets. After real growth of 9 per cent a year in the 1960s and 10 per cent in the 1970s, per capita income is about \$2,300 a year or eight times that of China.

Taipei, the capital of the island, is a modern traffic-clogged city with prosperous shops and bristling modern fashion-conscious people. It is not pretty, being too cluttered and so polluted that people are increasingly wearing gauze masks as they did in Tokyo 15 years ago; but it is a world away from the bicycle-driven cities



FOR 30 years, mainland China and the offshore island of Taiwan preserved a sullen hostility, each claiming to be the true representative of China. But in the last few weeks, the Chinese Communists have begun to woo the Nationalists on Taiwan, offering autonomy, a share in central Government posts, oil, coal and medicine at bargain prices, respect for private property, and protection of existing economic relations, if only the country can re-unite. But the Taiwan regime of President Chiang Ching Kuo (above) is having none of it.

across the straits of Formosa where the people are just growing out of their ugly uniform Mao suits.

To a simple mind it might seem the easiest solution to the problem of the two Chinas would be to let them continue their separate identities. After all, Taiwan is physically separate from the mainland, and the island (sometimes called Formosa) has been in and out of the Chinese empire in the past.

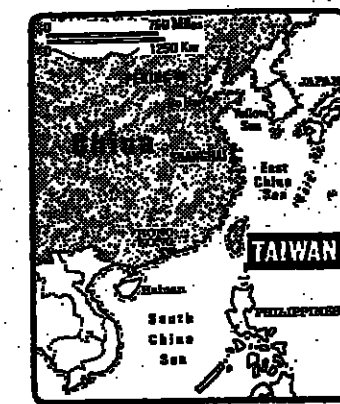
The problem is that neither side wants this. There is only one China. To the Communists, their victory is incomplete without Taiwan. To the Nationalists there is still the hungry dream of going back to China, proper China, to their own country.

A young publisher in Taipei, out of step with many of the ideals of the rulers of the country, said: "If I were given a choice of staying here or going back to Communist China, I would emigrate to America. But it would be an exile."

Squeezed between the two Chinas

Both the Nationalists and the Communists claim descent from Dr Sun Yat Sen, the founder of the First Republic, who never lived to see his united China come true. Communists and Nationalists are like brothers who quarrelled over the inheritance, fought and vowed never to speak to each other again. But now the Communists are prepared to talk. There are, after all, brothers. And China, proper China, is a family inheritance.

The Taiwanese themselves, who are 85 per cent of the people on Taiwan, in a sense have no choice. They are squeezed between the two Chinas. If the Nationalists did not rule them, the Communists would.



The KMT rulers, like the Communists, have a low tolerance for dissent. But in recent years, KMT ranks have been broadened, membership has increased to about 1.8m, of whom half are Taiwanese.

Native Han Taiwanese also dominate industry, form most of the security forces, apart from the top leadership, who are ex-mainlanders, and have a good share of the technocratic posts. For all these reasons, the issue of Taiwanese independence has been pushed to the background. There is a small group who would still like to be free of both the Communists and the KMT, but most Taiwanese know which side fills their rice bowls.

Marshal Ye Jiaoping, China's nominal Head of State, promised that not only could Taiwan retain its autonomy but would share top Government posts in China itself. He added that if Taiwan was in economic difficulties, China would give it aid — which brought a scornful cartoon in Taipei showing a patched-up tramp on a bicycle asking a besuited and bemused motorist in a swanky sports car: "Hey do you want some financial aid?"

Marshal Ye was one of the leaders when Nationalists and Communists agreed to bury their differences to fight the Japanese invaders 50 years ago. Some of the old guard of the KMT might be sorely tempted by any chance of going back to China with honour. The Marshal's praise in making his offer of "glory to our ancestors" was a cleverly evocative way of appealing to the common bond of family duty and Chinese loyalty.

But for all the blandishments from Peking, the Taiwan Government has no option but to reject the idea of talks. President Chiang demanded that Peking abandon communism and accept Sun Yat Sen's "san min chui" — three

CHINA AND TAIWAN COMPARED	
	CHINA
Area (square kilometres)	9,597m
Population	1,000m
GNP (1980)	\$242.8bn
Per capita GNP (1980)	\$243
Trade (1980)	\$39.5bn
Literacy rate (1977)	66%
Primary school enrolment	93%
Energy consumption, 1978 per capita	2.2m
kg of coal equivalent	2.2m
Labour force	71%
Agriculture	17%
Industry	12%
Services	25%
Urban population (1980)	25%

The World Bank gives China's mid-1979 population as 984.5m. Sources: National figures and World Bank

TAIWAN'S 10-YEAR PLAN 1980-89	
	1979
GNP at 1979 prices	\$32.3bn
GNP growth rate	8.0%
Inflation rate	13.5%
Investment	\$10.6bn
Investment's share of GNP	32.9%
Per capita GNP at 1979 prices	\$1,845
Unemployment	1.3%
Exports at 1979 prices	\$17.4bn
Exports share of GNP	54.5%
Trade surplus	\$9.2bn
Oil imports per day in 1,000 b/d	380
Oil's share in total imports	15%

principles of the people, nationalism, democracy and social well-being.

It would be political suicide for the KMT even to think of striking a deal with the Communists: "the Taiwanese would be scared out of their minds that they were being sold down the river and there would be a serious danger of a revolt," said the publisher. A Taiwan university teacher said: "We don't want Communists spoiling what we have built up here."

Another common reason for rejection is that the Chinese cannot be trusted. Even if Deng Xiaoping and Marshal Ye were sincere, who can tell how long they will last? said a government official.

Behind the hard and scared rejection is the Chinese fear of the two Chinas or the separated brothers. Militarily, China has more men, but military analysts say that Peking would suffer heavy punishment if it tried to invade across the Straits of Formosa. Taiwan has about 450,000 men under arms, almost as many as a much bigger country like Pakistan.

In any case, "we would have plenty of warning, possibly as much as two years, as the mainlanders do not have the facilities like ports and ships to mount an invasion," China has nuclear capacity, but it is thought unlikely the Chinese would want to kill their countrymen in this way. For the same reasons Taiwan has developed nuclear power but not military weapons.

But as Generalissimo Chiang Kai Shek, the father of the present president, once said, the struggle for China would be only 30 per cent military and 70 per cent diplomatic.

almost 70 per cent more oil per day in 1980 than it does today. Taiwan's great growth has been heavily dependent on exports which today are about 50 per cent of GDP. According to the Ten Year Plan this dependence is expected to grow and reach 82 per cent by 1989.

Taiwan is busy pushing its market to produce higher technology products. The National Institute in Taiwan (the official U.S. representation in Taipei) said in a recent summary of economic trends: "Taiwan will begin to compete with the U.S. in high technology exports when its policy of stimulating technology-intensive industries begins to have some concrete results." It estimated that this would be true by 1990.

The island has no option but to move to higher and higher technology. It is already playing a magnet for European and American electronics investment, having the edge over other Far Eastern rivals. Trade between Taiwan and China this year will probably top US\$500m, most of it going to Hong Kong as an entrepot. Taiwan officially forbids direct dealings under pain of heavy punishment, being almost paranoically afraid that if it sells to China, far from demonstrating the superiority of its system, it will give China power to cut off its markets.

Indeed, the temptation of China for Taiwan might be the huge size of the market on the mainland and the potential for profitable dealings between Chinese brothers. The Government has been powerless to stop indirect trading, principally in textiles and electronics, but it has tried to limit it to no more than 5 per cent of the market. Telling television, for example, are among the goods freely available. The chairman of Peking's island's largest electronics company with an annual turnover of \$700m, is Mr. Lin Ting Sheng, a Taiwanese, a leading member of the KMT and Speaker of the Taipei City Council.

For the moment, officials in Taiwan are self-righteously and rigidly opposed to any dealings with China and say they still will not consider even the exchange of mail or telephone links for fear of "subversion."

Not all the younger people have quite the same rigid hostility. Some commentators see a way forward as the old guard of the KMT die off, as suspicious decline, trade increases and outside contacts grow through scientific gatherings and sporting and other links. Then in five or 10 or 15 years, it may be possible to re-examine the Chinese offer if China is still serious.

If by then the little island is still growing fast and China continues to be bogged down by the clumsiness of the Communist system, then the Chinese brothers may be able to get together more as equals without fear.

For a Westerner it may seem a long way off. But the Chinese are more patient and think in dynasties, not years.

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That's the way the money goes

The lights dimmed, the band struck up, and on came the dancing girls. The packed audience beamed and whooped. When their high-kicking, singing routine was over, the Master of Ceremonies strode to the footlights to whip up a lively welcome for the star of the show. More applause, the band launched into "We're in the money," a spotlight probed the wings, and into its dazzling beam strode 54-year-old, bald, bespectacled Paul Volcker, chairman of the U.S. Federal Reserve Board.

The American Bankers Association annual shindig in San Francisco this week might have been staged by Radio City Music Hall for the scant regard it paid to banking's solemn calling (even Volcker apologised for not appearing dressed in tuxedo).

With 13,500 registrants, ABA officials claimed it set a new world record for the number of bankers assembled under one roof, to say nothing of the wives, media representatives and other hangers-on who crowded the halls and poured millions into the coffers of San Francisco's hotels, restaurants, nightclubs and shops. One registrant confessed to my man on the spot that he had attended 54 receptions in four days, starting on one day with a six a.m. breakfast at 7.30 and ending up at a midnight disco thrown by a large New York bank.

It's pleasure first and business, as fifth, he said as he was whisked off to a lunch at a California winery 20 miles north of the city.

The Citibanks, Chases and Mann Hannels were all there. But even their mighty teams were swamped by the thousands of small town bankers who had rolled in from the hills of Appalachia, the plains of the Mid-West and the furthest flung corners of the largest banking market in the world. Big and little, fat and thin, the last thing they could do was agree on the burning issue of where interest rates are heading.

Maybe that was why bristled business at the trade exhibition next door was not being done by the marketers of newfangled banking gadgetry, but by a couple of head-eyed old cronies who were reading palms and consulting astrological charts for anxious looking executives in pin-striped suits.

Men & Matters

doth's News Group, is flying down-under to join Robert Holmes & Court in building a rival media empire.

Lamb, the man who put the shine into Murdoch's Sun — and got a reputed \$250,000 pay-off — is to become deputy chairman and editor-in-chief of a Court's Western Mail, a new, small and indifferent, quality weekly in Perth.

But a Court is known to have ambitious plans to expand his media interests. His Bell group already controls television stations in Perth and Adelaide as well as having a major stake in Australia's Herald and Weekly Times and John Fairfax.

Lamb would not be drawn into talking about his role yesterday but he is expected to be closely involved in all the Bell group's media projects. Among the more immediate being widely canvassed are a restructuring of the group to combine the newspaper and television interests and the launching of a new daily in Western Australia.

A Court, who turned up in London last month as a major shareholder in Lord Grade's ABC, has fought and lost one takeover battle with Murdoch — for Ansett Airlines — and is said to have considered putting in a bid for The Times. Though the Bell group has no newspapers in direct competition with those of Murdoch, further conflict cannot be far away.

Baker's round

Just as I predicted, the Social Democrats' political tolerance is indeed being sorely tested by Francis Noel-Baker, one-time Labour MP, now an SDP convert and concurrent carrier for the Liberal and Ecology parties.

Completing his trip across the political spectrum, Noel-Baker has produced a "Dic-

Baker's round

tionary for Democrats" (available under glossy cover, price £1) as a personal contribution to any remaining gaps in SDP policy.

"A football to kick around," he modestly described it yesterday. And the SDP hierarchy promptly kicked it off their London conference bookshelf. For Noel-Baker's ideas are not quite those it regards as vote-catchers.

He calls for compulsory national service, perhaps for girls as well as boys.

At the same time, compulsory free education should be ended and higher education cut back. Far too many stupid young people go to university only to end with chips on their shoulders and then become a pain in the neck to their parents, he says.

Noel-Baker would abolish overtime and bring in foreign managers for Britain's co-ops. He also has quite a lot to say about sex and marriage. Wedlock may be out of fashion, he agrees, but any couple with an illegitimate child should be pressed into matrimony.

Benn, Tony gets a separate entry in the dictionary. More surprisingly, so does Cyprus where Noel-Baker runs a fishing company. At the time, he says, that Britain helped "the lovely people of this charming island to live in peace."

Some were suggesting yesterday that Noel-Baker might do the same for the SDP and Britain by returning to his duties as president of the Union of Forest Owners of Greece.

Ground rules

Inscribed on the wall of a Cambridge college: "The meek shall inherit the earth. But the strong shall retain the mineral rights."

Observer



"It will soon be cheaper to travel from Guildford to London, via New York!"

مكتبة النحل

POLITICS TODAY

A little too good to be true

By Malcolm Rutherford

MR ROY JENKINS will make a major speech in London this morning on the approach to economic policy of the Social Democratic Party. It needs to be good.

For if there is one thing still in doubt about the new party, it is whether it has any depth. Over the peregrinations of the past few days—from London to Perth to Bradford and back—the SDP has shown that it has an eye for novelty, a certain talent for organisation and an ability to tap idealism among people either disillusioned with the two main parties or previously outside politics altogether.

But there is still an overriding impression that the jazz band chosen for the fringe activities in Perth got off on the right note when it played as one of its opening numbers "I can't give you anything—but love".

The charge that the new party has no policies is not quite fair. In fact, it has policies galore. Most of them belong to the past. There was Mr William Rodgers, the former Labour minister, in Perth advocating a policy of backing winners and a resurrection of the National Enterprise Board.

Some of the approaches are new. There was Mr Rodgers again, echoing the original Thatcherite populism: "When the telephone begins to crackle, you do not look forward to the enthusiastic engineer coming to repair it in a few hours' time. You wait for days and days. The anonymous bureaucratic nationalised industries must go." All that to great applause.

A new approach to trades unions

There is, too, a new approach to the trades unions; for example, the proposal that union members should be allowed to decide not only whether they should pay the political levy, but also to which party they wanted it to go.

Policy approaches, however, are one thing; it is a different matter when it comes to application. The SDP is soon going to be obliged to say what it would do about particular issues. Take the miners' pay claim. The unions want around 25 per cent. The National Coal Board has offered 9 per cent. The SDP

leadership tends to think that anything above 4 per cent would be excessive. But how do you put that into practice and how does the nice party—some people call it the happy party—go on winning support if some of the medicines it offers are really pretty nasty, at least in the short- to medium-term?

At present, it is not much of a problem. The SDP has no responsibility. But you cannot avoid the thought that we have been here before. It seems like only yesterday that people were flocking to warm their hands on the white heat of Harold Wilson's technological revolution or Mr Edward Heath—to whom we shall return—was offering a new style of government. Mrs Thatcher's counter-revolution came out of the same mould of promising a new start.

The new politics contains much of the old. Essentially it is a reversion to Bunsellism—the idea that in the end sensible people, more or less agree where they are going—plus a tinge of early Thatcherism, the promise of a radical revolt against bureaucracy and the power of the state. There is also a touch of religious revivalism in the way that the party wins converts: the use of the word "defector" is now officially discouraged.

Mrs Shirley Williams has called it Britain's "last best hope"; at least, that is, until we think of another. It sounds a bit like Latin America. The next regime may be better; meanwhile life goes on. The predicament, over which nations in decline are supposed to fall, does not exist.

Still, something is happening. There is a term in defence studies known as the action-reaction phenomenon (ARP). One super-power reacts to the proposed new weapons system of the other by building one of its own, yet more advanced and so the cycle continues. The term applies equally to our new multi-party political system. The old parties are bound to take note of what the new party is doing.

The starting point was probably the discovery that there is life outside London. Mr Jenkins says that he discovered it in the by-election at Warrington in July. Mrs Thatcher obviously sensed it earlier but it was only the rights in Tenth



Fish and chips for the happy party

Hugh Routledge

that persuaded her to send a Cabinet Minister to do something about it.

The Social Democrats deliberately held their first conference in Perth and Bradford to show that they were not exclusively metropolitan and so far the strategy appears to be paying off. The Scots were distinctly flattered to receive such attention. Some of them went to the rostrum to say little more than that.

And yet discovering provincial life can be something of a shock. It is rather pleasant and relaxed. The bulk of the people are neither downtrodden nor particularly embittered. The towns are full of new shopping centres and foreign restaurants.

Of course, it is different for the unemployed.

But what you see on the whole is not an unhappy country. On the contrary, there is a surprising level of affluence. At a time when it is being said in London that the old politics have failed, the evidence from much of the rest of Britain is a tribute to their success. It is an incomparably different place from 20 years ago, even if the

growth rate has been slower than in continental Europe.

It will be vitally important for any party that wants to win an election to get the mood of Britain right. At present, the SDP is beginning to find out what it is. The other parties will no doubt follow and the holding of the odd by-election will help. For instance, the discovery that Warrington was a civilised town with—until the recent unemployment—a highly diversified economy was a political revelation. But there is very little evidence that the mood is particularly radical; nor of the north-south gap; the gap between rich and poor, between privileged and disadvantaged are just as apparent within the north.

It is said of the SDP that its support so far is predominantly middle class. Yet that can hardly be a criticism. About 80 per cent of the population now considers itself middle class, which is again a sign of the cultural and social revolution achieved under the old politics. If the new party can pick up even half the middle class vote, it will sweep the country.

A closer look reveals, however, that its appeal concentrates on certain types of people.

One is undoubtedly a group which has never been much interested in politics before. It is surprising to find so many of them. They are attracted by the idea of a new, clean party that claims to have no interest in ideology for its own sake and is opposed to political slanging matches.

Their knowledge of the political scene is limited. Mr Christopher Brocklebank-Fowler, the only convert from the Tory back benches so far, referred to TINA, a nickname for Mrs Thatcher, then spelled it out: "There is no alternative." The audience greeted it as an original joke.

Yet there are again certain themes that are almost guaranteed a cheer. One is any criticism of the cuts in the grants to the technical universities, such as Salford and Aston. Another is any reference to the alliance with the Liberals or partnership of any form whatsoever. It is clear that it is the very idea of the alliance which attracts because that again is a

departure from adversary politics.

The battle which Mr Jenkins will almost certainly lose is on the method of choosing a leader in Parliament. He would prefer it to be done by Social Democratic MPs, but the membership believes that it has already been offered one member one vote, and that is why part of it is there.

It remains that the big battles are still ahead. The party welcomed the devastating attack by Mr Heath this week on Mrs Thatcher's economic policies, but has no hopes of his crossing over. His turn will come, they say, in a hung Parliament after the general election. Meanwhile, there is some concern that there appear to be no other Tory defectors.

By far the most notable recruit in the past few days was Mr Tom McNally, the former Labour MP and adviser to Mr James Callaghan. It was he who made the most weighty remark of the Bradford conference when he referred to "the tragedy in Cairo" and the "madness and irresponsibility" of suggesting to the British people in the turbulence of the 1980s a policy that would cut us off from our closest allies economically and in security terms. There could have been no sharper attack on his old colleagues than that. Mr McNally adds a new dimension to the SDP.

Little analysis of the past

And yet the question one would like to see the party asking is: what went wrong before? There is remarkably little analysis of the past. If things have gone so badly wrong in Britain, why? It cannot be simply the absence of proportional representation. There have been high hopes before, only to be dashed. The SDP almost asks us to believe that all recent British governments were led either by fools or knaves.

That is why one remains sceptical. The SDP is a little too good to be true. It is also why one awaits Mr Jenkins' speech today with interest. It is time to return to the real world of dealing with interest rates and a fluctuating pound.

Lombard

The dangers of Reaganomics

By David Lascelles in New York

THE LEAST any scientist who conducts dangerous experiments in his basement can do to appease his neighbours is to make sure his walls are strong, particularly if he occupies the largest building on the block.

The analogy may be a bit alarming, but there are obviously plenty of people who think it applies to President Ronald Reagan. His refusal to shield the rest of the world from the consequences of his experiment with economics (re-affirmed in no uncertain terms at the IMF meeting by Mr Donald Regan, his Treasury Secretary) by intervening on the foreign exchange markets, has attracted a lot of hostile comment, not least from Mr Gordon Richardson, Governor of the Bank of England, and Sir Geoffrey Howe, the British Chancellor, who necessarily have to couch their criticism in diplomatic terms.

A blunter approach is taken by Mr Fred Bergsten, one of the bright young men of the Carter Administration (he was Assistant Treasury Secretary for international affairs), who has just published what might almost be described as an apocalyptic view of what uncontained Reaganomics could do to the rest of the world.

\$ see-saw

Writing in the latest issue of "Foreign Policy," he says that Mr Reagan's combination of tight money and loose budget is bound to keep U.S. interest rates high for some time to come, which will be bad enough domestically, but the effects will be transmitted directly on to world markets via a wildly see-sawing dollar, which the Administration will do nothing to stop. In the first phase (now, in fact) he sees the dollar riding high and damaging U.S. export competitiveness to such a large extent that large trade deficits will occur in 1982 and beyond. Sooner or later, he predicts, this will cause a crisis of confidence in the dollar, which will send it crashing down again (echoes of sterling's rise and fall).

In the U.S., these gyrations will lead first to recession (and possibly calls for trade protection), followed by a new surge in inflation, but abroad the consequences could be a lot more severe. High dollar yields will sharpen the interest rate war, as other countries try to stem the outflow of capital. Economic difficulties will mount and foreign governments will be forced to reflate by raising public spending (as in France), or doing other things which bring short-run benefits but only rekindle inflation in the long term. Defence budgets, of course, will suffer.

Tensions

In short, Mr Bergsten thinks that the inevitable consequence of Reaganomics is a slowdown in world economic growth, with all the attendant social and political tensions, and he concludes: "Current U.S. policy probably represents a greater immediate threat to U.S. global interests in both Western Europe and the developing world than do the Soviets or anybody else."

We are not obliged to accept this alarming analysis, but there is obviously enough risk in what Mr Reagan is trying to do to make it unfortunate that he refuses to put some padding between the U.S. and the rest of the world by limiting the dollar's sharper movements (except in emergencies, and that may be too late).

Perhaps he thinks it would look like an admission of doubt in his own policies. And maybe he is right. But he should remember that his hard-pressed commercial partners would be deeply relieved if he did, and might even show a little more sympathy for his game plan. It seems strange that just as U.S. foreign considerations have begun to weigh more heavily in the Washington balance (European defence, trade, aid), the Administration should have voluntarily adopted a foreign exchange policy that will do the exact opposite of winning friends and influencing people.

Letters to the Editor

Britain's trade with the Common Market

From Mr Hugh Dykes, MP

Sir—As regards Britain's trade with Western Europe, we should get a few facts straight. Nearly 60 per cent of all Britain's exports now go to Western Europe, a dramatic change in the pattern of our overseas trade during the past 20 years. In 1960, 34 per cent of Britain's exports went to the Commonwealth; in 1980 this was down to 13 per cent. During the same period the proportion of Britain's exports going to Western Europe increased from 34 per cent to 58 per cent.

Britain depends on external trade more than any other major industrialised country. Our performance in Western Europe is vital to our future economic success. The market in the rest of Western Europe has five times the population of the UK and about six times the buying power. High levels

of industrial development have been achieved and in most countries the per capita gross domestic product is higher than it is in the UK. These countries are huge importers of goods of every description; last year the rest of Western Europe imported well over £300bn-worth of goods.

In trade terms the whole of Western Europe is one huge practically tariff-free market. Excluding the UK, the market adds up to about £300bn a year. It is linked to EFTA countries and Spain.

Although the proportion of Britain's trade with Western Europe has been increasing, however (and in 1980 our overall visible trade with Western Europe was in surplus for the first time in 10 years), our share of the individual markets is in many cases less than that of our major Euro-

pean competitors. For example, West Germany is now our largest single export market. In 1980, though, we provided no more than 64 per cent of her total imports of £80bn. The Netherlands provided 12 per cent, France 11 per cent, and Italy 8 per cent. In France, Britain's share of imports in 1980 was 51 per cent of total imports of £58bn. For West Germany this figure was 16 per cent and Italy was 94 per cent. In Italy we provided only 41 per cent of imports of £43bn; Germany provided 17 per cent and France 14 per cent.

There is only one unavoidable conclusion: the markets of Western Europe still hold tremendous potential for UK exporters. It is one of the reasons for our membership of the EEC.

Hugh Dykes,
House of Commons.

Index-linked stocks

From the Research Actuary,
The Standard Life Assurance Company.

Sir—Money interest rates, both short and long term, have risen to about 16 per cent, and yields on ordinary shares are up to about 6.5 per cent. Yet real interest rates, as evidenced by the yields on the two index-linked Government stocks, remain at about 3 per cent. Presumably the former yields have risen because the market has changed its assessment of future inflation and of business profits.

If the Government is confident of its own inflation strategy, now is an excellent time for it to issue more index-linked stocks, and even to buy in its fixed money stocks at bargain prices.

Further, now is the time to make index-linked stocks available to all, not just privileged pension funds and insurance companies. The exchange rate is no longer a constraint; indeed, it would be better to support the exchange rate by allowing overseas holders to buy index-linked stocks than by pushing up fixed money interest rates.

David Wilkie,
P.O. Box 62,
3, George Street, Edinburgh.

Art dealers and fair trading

From Mr Hugh Leggatt

Sir—Mr David Mason (October 6) draws attention to the settlement between the art dealers and Christie's and Sotheby's over the 10 per cent auctioneers' buyer's premium. Mr Mason is concerned at what appears to be a total surrender by the art trade organisations (of which I am not a member) without any obvious concessions in exchange.

May I also add my bewilderment at the apparent lack of interest by the Office of Fair Trading? If this department's silence continues over such a controversial issue, which affects not only the art trade but also our museums and galleries and the public at large, could not Treasury ministers take a long hard look at the OFT's future when they are considering further financial economies?

Hugh Leggatt,
Leggatt Brothers,
17, Duke Street, SW1.

Health of the corporate sector

From Mr Michael Hughes

Sir—Anatole Kaletsky's interpretation of the results of the FT Business Opinion Survey (October 5) seems to be unduly pessimistic.

In particular he suggests that "profit margins may be improving (but) to unsatisfactory levels."

An examination of these Survey results over a longer time span than implied by his report suggests a more positive conclusion. The balance of respondents expecting profit margins to increase rather than to fall is now higher than in the years 1978 and 1979 when economic growth was last positive. In fact only 24 of the last 120 monthly observations for this series have shown a more encouraging return, and most of these were to be found in the boom years of 1971 and 1972.

Similarly the statement that "there is no significant upturn in demand led by industrial stockbuilding" is by no means certain from these Survey results. Admittedly the level of business confidence fell sharply in September but its new level is not significantly lower than the average for the last 10 years and still represents a major improvement on the levels of a year ago. Perhaps partly because of this, and the improvement in expectations for profits, the percentage of respondents expecting to in-

crease their stocks over the coming year over those planning a reduction is again above the average for the last 10 years, which represents a significant turnaround over the last 12 months.

While these Surveys cannot provide a complete picture they nevertheless offer more optimistic evidence of the state of the corporate sector than is generally reported.

Michael Hughes,
de Zoete and Bevan,
25, Finsbury Circus, EC2.

Keeping the trains running on time

From the Director-General,
The Chartered Institute of Transport

Sir—Those concerned with professionalisation in transport and the education of transport managers on a multi-modal basis will deeply regret the impending closure of that unique establishment, the British Transport Staff College (your report of October 2).

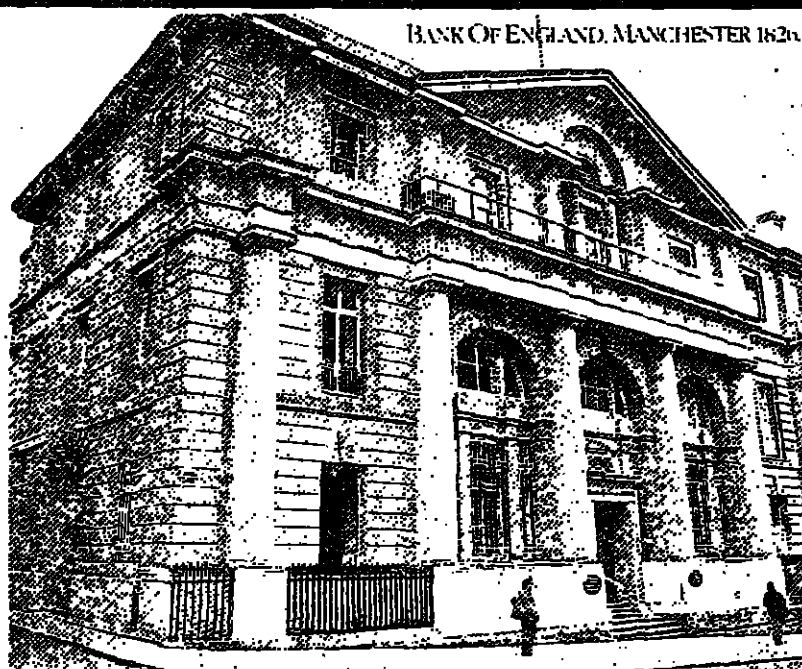
My institute has close links with the college and while fully understanding the reasons behind the decision we believe a serious gap will be opened in the facilities for advanced professional transport education notwithstanding the fact that other institutions training, per se, for "Management training."

There have been strenuous efforts by British Railways Board and others—notably the Chairman of London Transport

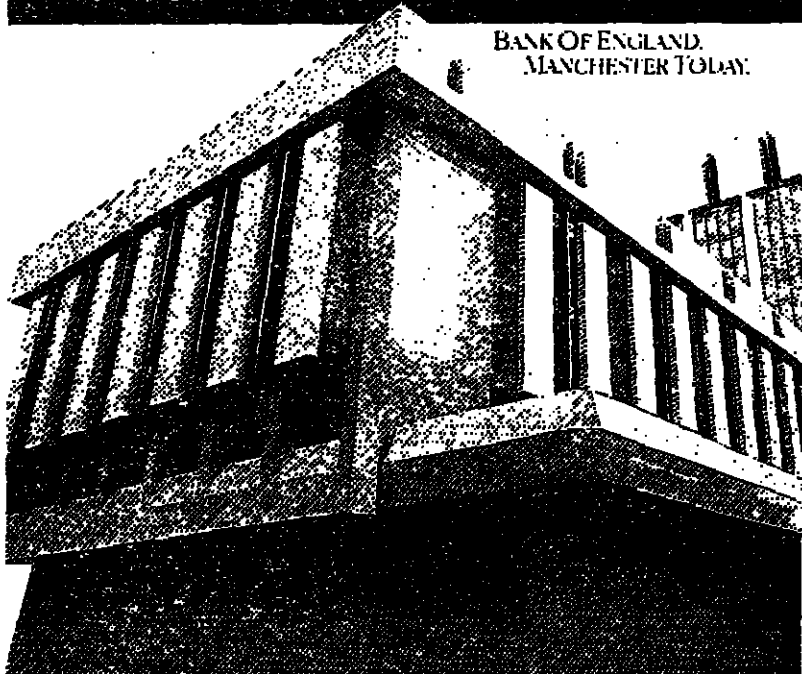
—to find ways to save the BTSC and I pay tribute to these efforts. However, two particular aspects may be mentioned. First, that transport is so important to economic life and will become increasingly so in the future, that it must be even more professionally managed than in the past—and this calls for highly informed and "educated" transport managers. Second, in the use made of the college by other countries—particularly developing nations—many of whom look to the United Kingdom for the special type of instruction provided by the BTSC. They will now be forced to go elsewhere—to Europe or the USA—for piecemeal training and our influence must thereby diminish and also, to some extent, our standing as a source of exports in the transport field.

I wish my institute had the resources—even in conjunction with others—to absorb and carry out the work of the BTSC as your report says it is, "the only one of its kind in the world" and its retention, I submit, would therefore be in the national interest. The obvious solution would be for the college to be endowed as a charitable educational trust, for I am convinced it could be profitable in operation, but to be realistic I do not see how or where this money could be found. Even so I believe it right, sir, to bring to the attention of your readers the more important implications of this impending closure.

D. N. Locke,
80, Portland Place, W1.



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UK COMPANY NEWS

Industrial side hits Grampian

A MARKED fall in the contribution by the industrial services activities of Grampian Holdings helped cause a fall in its half-year profits of £157,000 to £373,000. Turnover for the period to June 30 1981 slipped from £31.5m to £28.1m.

The company's earnings before interest and tax fell from £1.5m to £1.3m, net profit from £1.2m to £1.1m. Last year a total of 4.5p was paid on pre-tax profits of £1.5m. Earnings per share of 18.2p, dividends per share of 10.2p are stated at 2.5p (4.4p) per share.

Mr David C. Green, chairman, says the industrial services division has been "significantly" reduced by the market conditions resulting in reduced margins in both plant hire and engineering.

Farnell Elect. shows small rise so far

MODEST PROGRESS has been shown by Farnell Electronics for the six months to July 31 1981. Pre-tax profits improved from £1.97m to £3.52m and an increase of 20 per cent has been declared on the net interim dividend, which rises from 1.5p to 1.8p. Stated earnings per 20p share advanced from 9.2p to 10.6p.

In his last annual review the chairman expected "further progress at a more modest rate than that of the immediate past". There is nothing to suggest that the recession will lift before the company's financial year-end, and progress will continue to be modest until the economy begins to improve, say the directors.

In the last full year a final dividend of 3.7p was paid from pre-tax profits of £6.62m (£5.12m) on turnover of £29.81m (£25.26m).

During the first six months of the current year the group had modest turnover, say the directors, with small turnover increases in the component distribution and instrument manufacturing companies. Consumer distribution and international sales of instruments were worst affected because of strong competition and the strength of sterling.

Tax rose from £1.54m to £1.83m leaving the net balance higher at £1.63m (£1.43m). Retained profits were ahead at £1.41m, compared with £1.19m.

Turnover improved to £15.52m (£14.53m adjusted).

comment

Farnell is one of the more attractive shares among the electronic component distributors. Its distribution activity—60 per cent of sales and 63 per cent of profits—is biased towards passive rather than high technology active components. Thus Farnell has been able to side step the worst of the price cutting and while overall sales are only up 8.6 per cent, all but

Bronx in the red halftime

AS anticipated, Bronx Engineering suffered a pre-tax loss for the six months ended May 31 1981 amounting to £533,402, compared with profits of £354,940. Turnover of this press, bar, tube and pipe manufacturer dropped from £8.48m to £3.94m.

Mr G. B. Crosthwaite, chairman, explains that short-time working operated throughout the half-year and the lack of a full workload necessitated a 17 per cent reduction in employees, against the level at the end of November 1980—pre-tax surplus for the 12 months ended on that date was £508,921.

Pre-tax loss for the half year included £160,000 redundancy and severance payments.

Since August the workload has improved enough to allow normal working hours to be resumed. The chairman says that despite the economies made the group will continue to operate at a loss in the second half, but at a significantly lower level.

"Provided that the order intake improvement is maintained I am hopeful that we shall return to profit in 1982," he states.

Comfort Hotels in loss midway

WITH INTEREST charges rising sharply from £817,000 to £1.3m and trading conditions continuing far from easy in the opening months of 1981, Comfort Hotels International fell into the red for 28 weeks to July 12 incurring a pre-tax loss of £293,000, compared with a profit of £729,000.

Turnover edged ahead from £10.45m to £11.51m, but trading profits came through lower at £1.2m (£1.53m). Tax was down to £30,000 (£48,000).

The directors point out that, as already intimated, the results reflect the more seasonal nature of the increased number of hotels now operated abroad. They say that since April the group has operated profitably despite trading conditions remaining difficult. If this trend continues they anticipate a reasonable profit for the year and expect to maintain the final dividend at 0.4p—the interim is the same at 0.2p net per 10p share.

World Hotel Reservations, founded with Rank Hotels earlier this year, is making good progress and the hotel groups in Switzerland, Austria and Spain have now joined and this will help to generate additional business from 1982 onwards, the directors say.

Strikes Restaurants continued to give a good account of itself and it is intended to seek a quotation in due course on the Unlisted Securities Market which will be used as a vehicle for selective expansion in the catering and allied fields.

Housebuilding boost for Aberdeen Land

A THIRTY-THREE per cent increase in profits from the housebuilding activities of City of Aberdeen Land Association helped maintain group profits for the year to June 30 1981, after a marked reduction in the property contribution.

Pre-tax profits came out at £1.08m (£1.05m) on higher turnover of £3.82m (£4.63m). At the half-year stage taxable profits were well down at £322,000 (£756,000), but the directors point out that this was caused by the uneven split of house completions and their interim forecast for year-end profits of £850,000 was exceeded by 25 per cent.

The final dividend is set at 9.75p net (7.73p adjusted for one-for-ten scrip) making a total for the year of 14p (10.91p) per 50p share and a one-for-eight scrip is proposed. Earnings per share are stated at 68p (£1.4p).

Looking to the current year the directors say it is not going to be easy but they are confident that the company's performance "will continue to be well above average."

Computer and Systems profit up

A £213,000 turnaround in interest debt has enabled Computer and Systems Engineering to produce an increase in 1981 pre-tax profits from £227,000 to £477,000. This time there is a credit for interest of £22,000, against a charge of £101,000 in the corresponding period of the previous year.

Sales for the period rose by £1.5m to £5.81m. The directors stress that the recession is by no means over yet and competition for the available business is fierce. But they believe the company will maintain its favourable position.

After tax of £9,000 (£5,000) net profit comes out at £468,000 (£312,000). Earnings are stated at 10.4p (10.7p) per share.

Court winding up orders

Compulsory winding up orders against the following companies were made by Mr Justice Vinelott in the High Court:

James Metcalfe, Gidson, International Bayview Builders, A. S. A. Travel, J. Donne Holdings, T. J. Frint, G. Pennant, Sparkzone.

Crown Graphics, Liverpool Dampcourse Company, Delta-Turn, Pat's Removals and Transport, Bostle, Sprayver (North West), Silver Coast Properties Overseas, L. M. G. Metal Company (Lynsey), Turners (Patisserie).

Double De (Fashions), Shirecourt, Heurits Drum Store, Sir John (Menwear), Chirpband, New City Insurance Agency, Richards Transport (Cornwall), Shadrbrook.

Executive Conference Organisers, Lady Nina, G. C. (Vehicle Systems), Realty World Corporation (UK), J. Griffith and Son

(Insurance Brokers), Allan Partnership, Mann's Stores, Robert James (Contractors), Hyday, John Dronfield Casting Company, Bailthorpe, Clarkpalm, Inn-Sight Personnel and Management Services, Darenbrook, Filux of London, George Burton Sales (Miffield), Cassion, Transmile.

E. Brian Davies (Office Supplies), Brown and Weston, Domestic Heat Economy, Piccadilly Electronics, Collins Lifts (Electrical Engineering), Song Music, J. Ganner and Company, Flonway Construction, Westlands (Construction Services).

Panther Secs sees pick up in second half

After interest expenses amounting to £90,338, pre-tax profits of Panther Securities were £26,014 for the first half of 1981, and rose almost entirely from rental income. Gross income was £116,832.

A considerable improvement in profits is anticipated in the second half, during which two properties have been sold at an estimated profit in excess of £40,000, the directors state. Contracts have been exchanged for further acquisitions at Sandiacre, Nottingham, and Slough, which are expected to show substantial benefits in due course.

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BIDS AND DEALS

Diamond Stylus buying rest of Elgin

In exchange for 1,376,144 ordinary shares Diamond Stylus is to acquire the outstanding 50 per cent of the ordinary shares of Elgin Diamond Products (Zimbabwe) from Kelly Resources.

This will enable the two companies to be handled more efficiently and will reduce Diamond's overhead by £30,000.

Elgin manufactures diamond grinding wheels and tools and serves in the UK and sells its products both home and overseas.

Net asset value of the 50 per cent holding in Elgin as at March 31 1981 was £182,200. Profit before tax attributable to 50 per cent of Elgin for the year ended March 31 1981 was £22,453.

Kelly, through its wholly owned subsidiary British La Bore Pump, currently holds 25.62 per cent of the Diamond ordinary capital and upon completion of the transaction will control 49.95 per cent. In view of this it will be necessary to have the prior approval of the Panel in the waiver of the Rule 34 bid obligations of the vendors of Elgin is being sought.

ASSOCIATES DEAL

RCF Holdings - Capel-Cure Myers as brokers to Barclay's purchased 30,000 RCF ordinary shares at 25p on behalf of London and European Assets, a subsidiary of Barclay's.

European bankers move to back Craigmount

BY TIM DICKSON

Société Financière Européenne (SFE) - Luxembourg (SFE) has agreed in principle to acquire 70 per cent of Craigmount Investment Management and its wholly owned subsidiary, Craigmount Unit Trust Managers.

SFE is an international consortium merchant bank whose nine shareholders are Algemeine Bank, Nederland, Banca Nazionale del Lavoro, Bank of America, Banque Bruxelles Lambert, Banque Nationale de Paris, Barings Bank International, Dresdner Bank, The Sumitomo Bank and Union Bank of Switzerland. Its assets are roughly \$2.5bn and its principal operating activities are located in Paris and Nassau, Bahamas.

Craigmount, on the other hand, is an investment management group founded by four Tyndall Group employees in May 1978, which runs unit trusts and private clients' funds totaling about £7m. In addition Craigmount has recently sponsored several partnerships (total value about £5m) for individuals and corporations to explore for oil and gas in the U.S. and Canada.

SFE's price is understood to be based on 8 per cent of the unit trust and private client assets. The group has about 2,000 unit-trusts with an average holding of £2,500.

SFE is in the process of building up an international asset management operation and earlier this year acquired a controlling interest in Estabrook Capital Management Inc. of New York.

The idea is that with SFE's backing, Craigmount will strengthen its presence in the UK market and broaden its international coverage. The company is keen to develop its offshore activities and is considering establishing a base in Singapore.

A couple of new unit trusts will be added to the eight existing funds, but the new combination has its eye particularly on the large number of pension funds looking for worldwide investment management.

Mr Ken Renton, Craigmount managing director, said yesterday he is "extremely pleased" about the new developments.

"With the extra financial muscle we will be able to open new doors and move from the second division into the first division.

"There comes a point when as a company you arrive at your small backing, but then need the backing of someone much bigger. Investment management these days is increasingly international and to grow larger you have to spend a lot of money."

Mr Renton and the three other directors, Mr Richard Latham, Mr Bob Armstrong and Miss Ann Sharpley will keep a 30 per cent stake in the business and will continue to exercise day to day control.

Barlow has 6.8% stake in Blantyre

Barlow Holdings yesterday revealed that it held a 6.85 per cent share stake in Blantyre Tea Holdings, the Malawi tea grower, which is the subject of a bid from Eastern Produce (Holdings).

Barlow said that this was not a new shareholding but had been held within the company since it was formed from the merger of four rubber companies in July 1979. The size of the holding had come to the company's attention as a result of the bid for Blantyre.

There is a legislative requirement that any holding of 5 per cent or more in a company must be disclosed. The Department of Trade is seeking an explanation for this infringement and will consider the matter.

McLeod buys more Warren

McLeod Russel, the plantations group, yesterday acquired 140,000 shares in Warren Plantation Holdings, the tea producer in which it has gained a controlling stake. McLeod paid 240.5p per share for its latest stake, placing a value of £33,670 on the block of shares.

McLeod now owns or has irrevocable undertakings to accept its offer for Warren in respect of a total of 5,402,162 ordinary shares representing 51.3 per cent of the capital.

McLeod's bid, which places a value of £25.31m on Warren, has been made as a cash and convertible share offer. Warren shareholders 171,889 in cash per share and 55p nominal of 8.4 per cent £1 convertible cumulative redeemable preference shares. The value of 55p nominal of the convertible shares is 68.81p.

The increased offer, says McLeod, is therefore equivalent to 240.5p per Warren ordinary. The preference shares will be convertible in each of the years 1982 and 1986 between September 15 and October 14 inclusive on the basis of one ordinary share of £1 in McLeod for every three convertible shares (representing a conversion price of 300p per McLeod share).

The directors of McLeod have also stated that they intend, to the extent that profitability permits, to increase ordinary dividends for the two financial years ending March 31 1983 at a compound rate not greater than 10 per cent per annum, based on the dividend paid in respect of the year ended March 31 1981. Thereafter it would be the intention to accelerate the rate of increase.

KIO has over 5% of Dawson Intl.

The Kuwait Investment Office (KIO), one of Britain's largest institutional investors, yesterday disclosed a stake of over 5 per cent in Dawson International, the Edinburgh-based textiles and knitwear group.

The KIO announced that it had acquired a further 1.1m ordinary shares in the company taking its holding up to 4,587,000 shares. This represents 5.297 per cent of the company's capital. At yesterday's price of 118p (down 1p) this holding is valued at £5.41m.

BANK RETURN

	Wednesday Oct. 7 1981	Increases (+) or Decreases (-) for week
BANKING DEPARTMENT		
Capital	14,355,000	-
Public Deposits	44,890,831	- 1,072,433
Bankers' Deposits	1,501,755,265	- 156,374,086
Reserves & other Accounts	2,030,507,736	- 302,823,856
Assets		
Government Securities	480,801,450	- 157,532,806
Other Government Securities	1,355,778,148	- 35,778,148
Prudential Equipment & other Assets	539,101,639	- 50,742,517
Notes	16,820,769	- 755,577
Cash	251,994	- 25,361
	2,030,507,736	- 302,823,856

ISSUE DEPARTMENT

Notes issued	10,550,000,000	-
In circulation	10,623,358,231	- 738,577
In Banking Department	16,650,769	- 755,577
Assets		
Government Debt	11,015,100	-
Other Government Securities	9,025,249,000	- 211,714,445
Other Securities	1,715,135,867	- 21,714,445
	10,550,000,000	-

Wiggins Teape mill sale

Wiggins Teape, the paper manufacturing subsidiary of BAT Industries, has confirmed the terms of a formal offer to sell its Port William pulp mill at a price substantially lower than earlier indications.

Wiggins Teape closed the mill last year, but has since discussed the sale with a number of interested parties, most particularly Mr John Robertson of Lochaber Timber Industries in a consortium with Mr Brian Elias, a former Wiggins Teape employee.

The company has offered to sell the mill's plant and equipment to the consortium for £500,000 and to lease the mill's land at a nominal rent for 50 years with an option for the lessee to renew the lease for another 50 years. Quoted earlier at around £1.5m, the purchase price has been revised, according to the company, in the absence of any other prospective buyers.

FIRST PENNSYLVANIA/ANG. METROPOLITAN

Reasons for the delay in the proposed offer by First Pennsylvania Mortgage Trust to acquire the capital of Anglo Metropolitan Holdings—first announced last May—have been spelt out in a statement by Anglo's directors.

They say the offer is subject to clearance of registration statement by the U.S. Securities and Exchange Commission. The information required to be incorporated in the registration statement is extensive and, in the case of Anglo and its subsidiaries, all historical financial information must be restated to conform with U.S. general accepted accounting practice.

The statement says the latter has purchased the following shares in BPC: On September 24 10,000 71 per cent non-cumulative preference shares at 38p; on September 25 25,000 74 per cent non-cumulative preference shares at 39p; and on September 28 50,000 ordinary shares at 18p.

Leda Investment Trust—Commercial Union Assurance has purchased 185,000 income shares, increasing the holding to 615,000 (13.35 per cent) of the total.

Blisich Tin - Jantar has acquired 30,000 shares. According to the company's records, Mr E. Nassar/Jantar and associates now hold 804,500 shares (12.32 per cent).

Reliant Motor - T. M. Trading has purchased a further 25,000 shares, making its total 755,000 (13.6 per cent).

Glanfield Lawrence—Bernard A. Fellows has a beneficial interest in 104,000 "B" ordinary shares (7.31 per cent). He has informed the company that through nominees he purchased 69,000 of these shares in March 1981, a further 25,000 on September 22 and 10,000 on September 28.

Gestel Holdings—J. A. Barnett, director, as a trustee of Sigmund Gestel's settlement, disposed of 1m ordinary shares

BROOKS TOOL BUYS GREEN & BINGHAM

Brooks Tool Engineering (Holdings) has completed the acquisition of 92 per cent of the capital of Green and Bingham, which makes coal cutting heads and ancillary equipment for the mining industries.

Brooks is already a major supplier of coal cutting picks through its subsidiary, Tungsten Carbide Developments.

Initial consideration for the shares was satisfied by the payment of £797,172 and the issue of 180,000 shares in Brooks Tool.

In the year to February 28, 1981, Green and Bingham made a pre-tax profit of £216,532. The total net assets of the company at that date amounted to £649,494.

EASTERN PRODUCE/UNOCHROME

Eastern Produce (Holdings) has received acceptances to its offer for Unochrome Industries in respect of 10,225,128 ordinary shares, equivalent to 81.06 per cent of Unochrome's equity. These shares, together with the £10,000 (2.91 per cent) held immediately prior to the announcement of the offer, total 12,235,128 (90.99 per cent).

No Unochrome shares have been acquired since the offer except those under the acceptances. The ordinary offer, has been declared unconditional and remains open for acceptances.

MIMASARCO

Following the announcement on June 25 1981, M.L.M. Holdings has concluded purchases of approximately 16 per cent of the issued and outstanding common stock of Asarco Inc.

TRAFALGAR TRAVEL

The Trafalgar Travel Group has acquired the capital of Marina Holidays and Marina Travel through its associate, Tom Hill Holdings.

Arlington £1.3m purchase

Arlington Motor Holdings' subsidiary Arlington Motor Company has agreed to purchase from Lloyds and Scottish its subsidiary company, C.V. (Sales and Repairs), a Leyland vehicle distributor at Baskind, Essex, for £1.3m.

The trade territory which C.V. holds in Essex will be merged with the East London territory held by Arlington. At the same time Arlington will transfer the business carried on at Chadwell Heath to Baskind and its freehold premises at Chadwell Heath will be disposed of.

The final purchase price will be computed on the basis of an audited balance sheet as at September 30, 1981, and an adjusted payment will be made upon completion of the audit.

The net assets of C.V. at September 30, 1980, amounted to £1.34m including leasehold premises of £365,566 and net current assets of £968,824.

The losses before tax of C.V. for that year were £156,850, influenced by adverse trading at the company's South Wales locations together with costs associated with the disposal of these.

It is expected that the amalgamation of the two trade territories will improve the prospects for Arlington's truck activity in this area by bringing a larger volume of business with a lower investment.

ORCHARD-MOSS ACCEPTANCES

Orchard Holdings offer for Robert Moss has been accepted in respect of 6,580 shares (0.07 per cent). Prior to the offer Orchard held 2.6m shares (36 per cent) and parties deemed to be acting in concert with Orchard owned a further 3,001,476 shares (about 30 per cent). The offer has now closed.

In view of the small number of acceptances, and in the light of the current market price of some 38p per share (compared with the 32p cash offer) the shares for which valid acceptances have been received have been sold through the market and the net proceeds of sale will be remitted to those shareholders who accepted the offer.

TANKS CONS.


Between noon on October 5 and noon on October 7, Societe Generale de Belgique purchased 394,340 ordinary stock units (2.3 per cent) of Tanks Consolidated Investments at 450p each.

SPIRAX-SARCO

Spirax-Sarco Engineering, a leader in the control of steam hot water and compressed air, has announced that Spirax-Sarco Europe and Spirax-Sarco International, which co-ordinate the overseas operations of the group will be integrated into the UK operating company, Spirax-Sarco.

ARBUTHNOT LATHAM

County Bank has bought 140,000 ordinary shares in Arbutnot Latham Holdings, on behalf of Dow Scandia at 309p each and a further 25,000 shares at 308p.



AECI LIMITED

(Incorporated in the Republic of South Africa)

NOTICE TO PREFERENCE SHAREHOLDERS

DIVIDEND No. 87

Notice is hereby given that on 3 September 1981 the Directors of AECI Limited declared a dividend at the rate of 5.2 per cent per annum for the year ending 15 December 1981 payable on that date to holders of preference shares registered in the books of the Company at the close of business on 30 October 1981.

The dividend is declared in United Kingdom currency and cheques in payment will be posted from the offices of the transfer secretaries in South Africa and the United Kingdom on 15 December 1981.

Dividends payable from Johannesburg will be paid in South African currency at the rate of exchange ruling on 15 November 1981.

Any change of address or dividend instruction involving a change in the office of payment, if intended to apply to this dividend, must be received on or before 30 October 1981 and must be accompanied by the appropriate double entry card, which will be deducted from the dividend paid except in cases where the holder's address and the address to which the dividend is sent are both outside the United Kingdom and in cases (if any) where the company has received from the Inspector of Foreign Dividends in Great Britain a certificate exempting the dividend from United Kingdom income tax.

The transfer books and registers of members in Johannesburg and the United Kingdom will be closed from 31 October 1981 to 13 November 1981, both days inclusive.

Carlton Centre, Johannesburg 9 October 1981

By order of the Board:
J. I. LOW
Secretary

Transfer Secretaries:
Consolidated Share Registrars Limited
62 Market Street, Johannesburg, and
Charter Consolidated Limited, Charter House,
Park Street, Ashford, Kent, England.

15 3/4% on deposit and write your own cheques-

Tyndall & Co. Money Fund

Now, with the Tyndall & Co. Money Fund you can benefit from really top rates for deposits - and still keep your funds immediately accessible.

What makes the Tyndall & Co. Money Fund so special for the private investor, is the unique cheque book facility. You can withdraw all or part of your deposit simply by writing a cheque.

All you need to open a Money Fund Account is a minimum sum of £2,500. As a depositor you benefit from the higher interest rates obtained by the regular deposit of pooled funds in the money market.

Interest is credited to your account quarterly, without deduction of tax. There are no charges.

*Current rate. Rate published daily in the Financial Times.

Please send me full details of the Tyndall & Co. Money Fund.

Name _____
Address _____

Tyndall & Co. 29/33 Princess Victoria Street, Bristol BS8 4DF
Telephone: Bristol (0272) 33241.

Tyndall & Co.
Licensed by the Bank of England to take Deposits.

Anglo American Investment Trust Limited

(Incorporated in the Republic of South Africa)

INTERIM REPORT AND NOTICE OF DIVIDEND

The following are the unaudited financial results of the company for the six months ended September 30 1981, together with the comparative figures for the six months ended September 30 1980 and the year ended March 31 1981.

	Six months ended 30.9.81	30.9.80	Year ended 31.3.81
Investment income	24 286	24 286	72 857
Associated company	2 351	5 399	20 294
Other	838	154	495
Interest earned	28 075	29 739	93 646
Administration and other expenses	581	622	1 263
Profit before taxation	27 494	29 117	92 383
Taxation	240	54	158
Profit after taxation	27 154	29 063	92 195
Preference dividends	150	150	300
Profit before share of retained profit of associated company	27 004	28 913	91 895
Share of retained profit of associated company	44 294	87 629	134 081
Profit attributable to ordinary shareholders	71 298	116 542	225 976
Ordinary dividends	26 000	26 000	89 000
	45 298	90 542	136 976
Number of ordinary shares in issue	10 000 000	10 000 000	10 000 000
Earnings per share			
Excluding share of retained profit of associated company—cents	270	289	919
Including share of retained profit of associated company—cents	713	1 165	2 360
Ordinary dividend per share—cents	260	260	890

Notes

- For comparative purposes the results for the six months to September 30 1980 have been restated on an equity accounting basis.
- Sales by the Central Selling Organisation for the period January 1 to June 30 1981 were R748 million compared with R1 628 million for the first six months of 1980 and R875 million during the second half of that year.
- Particulars of the investment in the listed associated company, De Beers Consolidated Mines Limited, are as follows:

	30.9.81	30.9.80	31.3.81
Market value	1 820 573	1 243 431	896 573
Carrying value	374 243	283 597	330 049
Appreciation	456 230	959 834	566 524

For and on behalf of the board
H. F. Oppenheimer
J. Ogilvie Thompson
Directors

INTERIM DIVIDEND

An interim dividend (No. 63) of 360 cents per ordinary share (1980: 240 cents) for the year ending March 31 1982 has been declared payable to shareholders registered in the books of the company at the close of business on October 23 1981.

The ordinary share transfer registers and registers of members will be closed from October 24 1981 to November 6 1981, both days inclusive, and warrants will be posted from the Johannesburg and the United Kingdom offices of the transfer secretaries on or about November 26 1981. Registered shareholders paid from the United Kingdom will receive the United Kingdom currency equivalent on November 17 1981 of the rand value of their dividends (less appropriate taxes). Any such shareholders may, however, elect to be paid in South African currency provided that any such request is received at the offices of the company's transfer secretaries on or before October 23 1981.

The effective rate of non-resident shareholders' tax is 14.9492 per cent.

The dividend is payable subject to conditions which can be inspected at the head and London offices of the company and also at the offices of the company's transfer secretaries, Consolidated Share Registrars Limited, 62 Marshall Street, Johannesburg 2001 and Charter Consolidated P.L.C., Charter House, Park Street, Ashford, Kent TN24 8EQ.

By Order of the Board
ANGLO AMERICAN CORPORATION OF SOUTH AFRICA LIMITED
Secretaries
per W. Q. Nicol
Divisional Secretary

London Office:
40 Holborn Viaduct
London EC1P 1AJ

Head Office:
44 Main Street
Johannesburg
2001
October 9 1981

Peter Montagnon reports on Austria's \$300m Eurocredit

Fine terms for a rare borrower

IT MUST be something of a disappointment to Dr. Hannes Androsch, president of Creditanstalt-Bankverein, that his bank has not received the \$300m Eurocredit.

Dr. Androsch, a former Austrian Finance Minister, is understood to have lobbied hard for the bank's bid to be selected by the Government. His successor, Herr Herbert Salcher, to stick to the traditional system for Austria's four leading banks to rotate the top position. Had he succeeded, he would have pulled off a remarkable coup, for this is Austria's first openly syndicated Eurocredit since 1978.

It marks a distinct departure from Austria's previous borrowing strategy. Apart from the occasional direct bank credit, this has consisted basically of fixed-rate operations in the international bond markets.

The decision to go to the Eurocredit market at this stage underlines that Austria's need for funds this year is so large that it cannot adequately meet the demand with bond issues alone.

The borrowing requirement does not come from the need to finance the country's balance-of-payments deficit, which looks like ending up well below the original expectations of about

Sch 20bn (\$1.3bn). Rather it comes from the growing gap in the Government's budget deficit which Dr Salcher put at around Sch 20bn earlier this year compared with an original target of Sch 24bn.

It has proved difficult for the Government to find this deficit on the domestic market. High interest rates in West Germany forced yields up on the domestic capital market, which was effectively closed to all borrowers until last month when the Government returned with an 11 per cent Sch 1.5bn bond issue.

Meanwhile it has already been forced to finance itself domestically with credits raised from the banking system. As these have become more difficult to obtain, the Government found itself faced with little choice but to return to the Eurocredit market.

In some ways this is not a great loss of face. The terms expected to be set on the eight-year credit, which are currently being discussed within the syndicate led by Genossenschaftliche Zentralbank, are likely to be among the finest on the Eurocredit market.

Final conditions will not be set before next week, but bankers in Vienna indicated yesterday that the loan may begin with a margin of only 1 per cent for the first three years, rising to 1 per



Herr Herbert Salcher

cent for the next three and then to 1 per cent for the remaining two. Repayments would begin after an unusually long six-year grace period.

These terms are so fine that the credit might meet some resistance from banks which are worried about profitability. Indeed, the lead managers are thought to have held out against the inclusion of a 1 per cent element in the margins.

On the other hand, Austria is not a common name in the Eurocredit market and its rarity value is enhanced by the country's reputation for economic and political stability.

These advantages could, of course, be lost if the Austrian Government deficit remained so high that it could not be financed in the same proportions as before on the domestic market.

For the time being, however, borrowing abroad is very easy for Austria. Indeed, its capital imports have this year exceeded the current account balance of payments by a significant amount. The Government alone had imported about Sch 10bn worth of foreign capital in the first six months of the year.

This has made it more difficult for the Austrian national bank to pursue a coherent monetary policy and it is understood that some restraint is now being applied to borrowing plans by provinces and utilities, which traditionally are heavy borrowers abroad, particularly on the Swiss bond market.

Austria's foreign borrowing has always been orientated towards the hard currency bond markets, both because interest rates tend to be lower there and because of the country's "hard schilling" policy, which seeks to keep the value of the schilling closely aligned with the exchange rate of the D-mark.

In the case of the Eurocredit it is understood that the funds raised will be swapped into D-marks and Swiss francs to reduce the exchange rate risk for the Government.

CFR blames state for loss

BY TERRY DODSWORTH IN PARIS

COMPAGNIE Française de Raffinage (CFR), the refinery division of the state-controlled Total oil group, yesterday blamed government-imposed price controls for losses of FF 31.7m (\$3.7m) suffered in the first half of this year.

The company's results provide further evidence of the crisis now facing the French refinery industry as a whole. They follow announcements by both SFBP, BP's subsidiary in France, and Esso S.A., Exxon's French subsidiary, that they

only managed to break even during the six-month period.

CFR's loss, which compares with a net profit of FF 31.5m in the same period of 1980, was made on a turnover sharply up, from FF 17.4bn to FF 22.2bn. The increase was said to be entirely because of price rises, as volume sales dropped slightly from 14.8m tonnes to 14.6m.

These price increases, however, were not sufficient to recoup the extra costs caused by the rise of the dollar against the franc and the increase in

crude oil prices. CFR says it was hit particularly hard by the dollar's rise.

The company added that only a "realistic" pricing policy for oil industry products would put an end to the losses which it is currently incurring. It warned that its first-half deficit had already led to a "massive" increase in its debt and its financing costs, and said that over the longer term the company's ability to invest and to adapt its refineries was being compromised.

Dutch group plans French fertiliser plant

By Charles Batchelor in Amsterdam

THE DUTCH fertiliser group, Unie van Kunststofabrikanten, plans to build a FF 400m (\$73m) nitric acid and ammonium nitrate plant in France with an annual capacity of 300,000 tonnes.

The factory, at Gouaix, south-east of Paris, where UKF's French subsidiary, Christian Leocoster, has its production facilities, will come on stream in 1984.

UKF, the fertiliser division of DSM, the state-owned chemicals group, has one other ammonium nitrate plant in Europe, with a 570,000 tonne capacity, at Ince on Merseyside. The new factory will serve the French market only.

UKF plans to finance the project with loan capital raised in France. The French authorities have still to approve the investment and a decision is expected this month.

An earlier attempt by UKF to penetrate the French fertiliser market failed when it was refused approval for the purchase of a majority stake in Societe des Participations Gardinier, a family-owned concern, in 1977.

UKF is one of the world's largest producers of chemical fertilisers, with annual output of more than 4m tonnes, turnover of FF 2.5bn (\$1bn) and a workforce of 6,000.

Mobag hinders Motor-Columbus

BY JOHN WICKS IN ZURICH

SWISS construction company Mobag has solved its problems by taking its public company, Motor-Columbus, "off the running" with a bid to acquire it.

According to Herr Michael Kohn, chairman of Motor-Columbus, the energy and consulting engineering divisions of Motor-Columbus did well under difficult conditions in fiscal 1980-81, but the group was handicapped by its building and property operations.

The group, in which Union Bank of Switzerland has a 33.4 per cent stake, has already announced plans to pass its dividend for the third successive year. Although gross earnings

rose from SwFr 15m to SwFr 15.5m in the year ended June 30, net profits amounted to only SwFr 48,076 after a large write-off for the Mobag holding and an increase in special risks provisions.

Motor-Columbus assumed liabilities totalling SwFr 127.2m (\$87.5m) in 1978 after cancellation of a contract with Iran under which Mobag was to build around 6,000 houses. Mobag now expects losses in connection with the building of the Ramessy Hilton in Egypt and possibly also from its Nigerian and Saudi Arabian contracts.

While negotiations continue with Iran, Herr Kohn said that the company's position im-

proved during the past business year by the "successful" institution of seizure proceedings. These concern Iranian assets in an unnamed European country.

In the annual report of Motor-Columbus, the auditors state: "It is at present still impossible for an objective and final assessment of risks in connection with the Mobag subsidiary."

Herr Kohn said that if this assessment took too long, measures would have to be taken to prevent "the daily ups and downs of Mobag business from having a further direct influence on Motor-Columbus." He did not explain what these measures might be.

Strong gain by Swedish building group

By Westaway Christian in Stockholm

EUROC, the Swedish building materials and industrial group which is expanding in the U.S. market, made a pre-tax profit of SKr 105m (\$23.5m) in the first eight months of the year, a gain of SKr 91m on the same period in 1980 and matching last year's total earnings before taxes.

Group sales advanced to SKr 2.5bn from SKr 2.3bn in the 1980 year, they totalled SKr 3.5bn.

No specific forecast for this year was included in the interim report released yesterday, although management says that they are sticking to the March forecast for "some improvement in earnings" through continued structural and cost rationalisation.

The sharp interim earnings improvement came from group manufacturing operations, including the Dynapac division. During the period Dynapac became Euroc's largest subsidiary in terms of sales volume, surpassing Cementa.

The Cementa factory at Sile, on the Baltic island of Gotland, started up during the eight months, creating the opportunity for further exports, the company says.

Higher operating income at two Norwegian banks

BY FAY GJETER IN OSLO

DEN NORSKE CREDITBANK (DNC) and Christiania Bank og Kreditkasse, Norway's two largest commercial banks, have reported higher operating profits for the first eight months of 1981, compared with the same period last year.

Most of the improvement came in the second half of the period, reflecting an increase in interest rates on short-term loans which took effect from May 15. Because both banks already increased their assets, however, the average return on assets was lower this year.

DNC expects a satisfactory result for the whole of 1981, "provided there are no significant changes in the market working conditions." Christiania's board says, however, that the present tight credit market—a result of Government policies—will continue to depress profits.

DNC achieved an operating profit of Nkr 238.8m (\$41.34m) in the eight months, 25 per cent up on a year earlier. By the end of August, its total assets had reached Nkr 25.9b—19 per cent higher—and the eight month operating profit was equivalent to 1.41 per cent of average total assets, compared with an average return of 1.43 per cent in the January-August period last year.

Christiania reported an operating profit of Nkr 157m, corresponding to 1.02 per cent of average total assets, against Nkr 151m and 1.26 per cent in the January-August period last year. By the end of August, total assets stood at Nkr 22.9bn—up 25.9 per cent from a year earlier. The comparison takes account of Christiania's merger, in March, this year, with a regional bank, Vestfoldbanken.

This week, DNC's representative council approved plans to increase the bank's subordinated loan capital by borrowing \$45m in the autumn and to increase share capital by Nkr 112m early next year through a one-for-five rights issue at par. Both moves will require official approval.

● Borregaard, Norway's diversified industrial group, will this month seek shareholders' approval for an increase in share capital of Nkr 66.75m to Nkr 333.75m through a one-for-four rights issue at 80 per cent of par.

The remaining 20 per cent will be transferred from reserves.

The company said yesterday it was calling an extraordinary general meeting of shareholders on October 26 to consider the proposal and that the rights issue would apply to shares held as of that date.

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Westland Utrecht chief to leave

By Our Amsterdam Correspondent

MR ANTON VERHEY, chairman of the troubled Dutch mortgage bank, Westland-Utrecht, is to resign from the bank for health reasons. Mr Frits Visser, previously his deputy, is to succeed him.

No decisions has yet been taken on whether the managing board, which has now been reduced to two members, will be strengthened in the short term.

WU's results have come under strong pressure because of a sharp fall in demand for mortgages. Last month it revealed that first half net profit had fallen to Fl 4.2m (\$1.7m), only a quarter of the level achieved in the first 1980 half.

● Rolingo, the Dutch share investment fund which is part of the Robeco group, proposes raising its 1980-81 dividend to Fl 7.20 in cash per share from Fl 5 the year before. Net assets rose 25 per cent to Fl 3.12bn (\$1.27bn) in the year.

Brasilvest S.A.

Net asset value as of 30th September, 1981
per Cr\$ Share: \$5,753
per Depositary Share: U.S.\$7,284.69
per Depositary Share: (Second Series) U.S.\$6,840.77
per Depositary Share: (Third Series) U.S.\$5,821.58
per Depositary Share: (Fourth Series) U.S.\$5,438.59

ENERGY RESOURCES & SERVICES INCORPORATED

Net Asset Value 30th September 1981
\$8.58
per share

Canada Development Corporation

September 29, 1981

has purchased from

Société Nationale Elf Aquitaine

a majority of the shares of

Aquitaine Company of Canada Ltd.

The undersigned initiated the above transaction.

Salomon Brothers Inc

One New York Plaza, New York, New York 10004
Atlanta, Boston, Chicago, Dallas, Hong Kong, London (affiliate)
Los Angeles, San Francisco, Tokyo (representative office of affiliate)
Member of Major Securities Exchanges.

All of these securities have been sold. This announcement appears as a matter of record only.

September, 1981

3,000,000 Shares



Seagate Technology

Common Stock

L.F. ROTHSCHILD, UNTERBERG, TOWBIN

ROBERTSON, COLMAN, STEPHENS & WOODMAN

BACHE HALSEY STUART SHIELDS

THE FIRST BOSTON CORPORATION

BEAR, STEARNS & CO.

BLITH EASTMAN PAINE WEBBER

DILLON, READ & CO. INC.

DONALDSON, LUFKIN & JENRETTE

DREXEL BURNHAM LAMBERT

GOLDMAN, SACHS & CO.

E. F. HUTTON & COMPANY INC.

KIDDER, PEABODY & CO.

LAZARD FRERES & CO.

LEHMAN BROTHERS KUHN LOEB

MERRILL LYNCH WHITE WELD CAPITAL MARKETS GROUP

SHEARSON/AMERICAN EXPRESS INC.

SMITH BARNEY, HARRIS UPHAM & CO.

DEAN WITTER REYNOLDS INC.

HAMBRECHT & QUIST

MONTGOMERY SECURITIES

BANQUE de PARIS et des PAYS-BAS (SUISSE) S.A.

BUCKMASTER & MOORE

COMPAGNIE de BANQUE et d'INVESTISSEMENTS (UNDERWRITERS) S.A.

SAMUEL MONTAGU & CO.

PIERSON, HELDRING & PIERSON N.V.

VEREINS- und WESTBANK

J. HENRY SCHRODER WAGG & CO.

AMERIKANISCHE DISKONTO

WERTHEIM & CO., INC.

DEAN WITTER REYNOLDS INC.

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VEREINS- und WESTBANK

J. HENRY SCHRODER WAGG & CO.

AMERIKANISCHE DISKONTO

WERTHEIM & CO., INC.

Zanussi faces lay-offs in TV sector

BY OUR FINANCIAL STAFF

ZANUSSI, the leader in the European TV and electronics industry, is facing a severe recession in the television sector, leading to lay-offs of 10,000 workers in 1981.

The company's capacity utilisation rate is at present reported to be little more than 50 per cent in its consumer electronics sector.

Its recent restructuring and shift into higher value-added products has helped it to weather slumping sales in the

son, to consolidate debt and help to boost productivity. The venture was to have obtained financial guarantees from the state, but so far little progress has been made on the project.

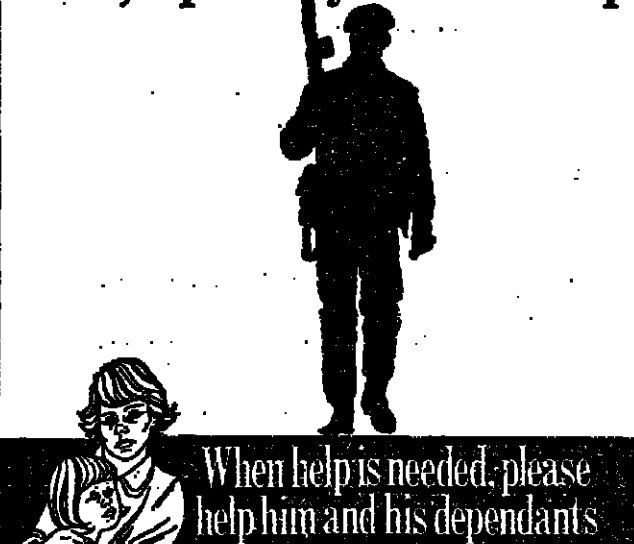
The Government has been discussing plans to step up the long-promised reorganisation of the consumer electronics sector through mergers and state-backed loans. Last year it tried to block "re-exports" of Japanese TV sets from Britain, and is now considering stricter controls on non-EEC imports.

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The company said yesterday it was calling an extraordinary general meeting of shareholders on October 26 to consider the proposal and that the rights issue would apply to shares held as of that date.

In war, in peace you need his help



A donation, a covenant, a legacy to
THE ARMY BENEVOLENT FUND
will help soldiers, ex-soldiers and their families in distress

U.S. \$25,000,000

BANCA SERFIN, S.A.

(A private banking institution incorporated in the United Mexican States with limited liability)



Floating Rate Capital Notes Due 1986

In accordance with the provisions of the Notes, notice is hereby given that Notes in the aggregate principal amount of U.S. \$4,000,000 have been applied to the Purchase Fund during the period beginning on the Issue Date of the Notes and ending on the Interest Payment Date falling on 5th October, 1981, thereby reducing the aggregate principal amount of the Notes to U.S. \$21,000,000.

Credit Suisse First Boston Limited
Purchase Agent

Siderurgia Brasileira, S.A. Siderbras U.S. \$200,000,000 Medium Term Loan

The Federative Republic of Brazil

managed by
American Express Bank International Group
The Bank of Tokyo, Ltd. CIBC Limited
Libra Bank Limited Manufacturers Hanover Limited
The Sumitomo Trust and Banking Co. Ltd. The Taiyō Kobe Bank, Ltd.
The Tokai Bank, Limited
and
Banco Real S.A. Banco Rio de la Plata, S.A.
co-managed by
Banco do Estado de São Paulo S.A., Banespa
Commercial Bank of Kuwait S.A.K. Mellon Bank, N.A.
provided by
American Express International Banking Corporation The Bank of Nova Scotia International Limited
The Bank of Tokyo, Ltd. Canadian Imperial Bank of Commerce First Interstate Bank of California
Libra Bank Limited Manufacturers Hanover Trust Company
The Sumitomo Trust and Banking Co. Ltd. The Taiyō Kobe Bank, Ltd.
The Tokai Bank, Limited Banco Real S.A. Banco Rio de la Plata, S.A. New York Agency
Banco do Estado de São Paulo S.A., Banespa London Branch The Bank of Yokohama, Ltd.
Commercial Bank of Kuwait S.A.K. Mellon Bank, N.A. Al Bahrein Arab African Bank (E.C.) 'Alhambra'
Banco de la Nación, Peru Banco de Pinar del Rio Nacional S.A. New York Agency
Korea Exchange Bank Panama Branch Partnership Pacific Bank NV Seattle-First National Bank (Switzerland) Zurich
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August, 1981

PETROLEOS MEXICANOS

US\$125,000,000

Floating Rate Notes 1991

For the six months from 8th October, 1981, to 8th April, 1982, the Notes will carry an interest rate of 17% per annum. The interest payable on the relevant interest payment date 8th April, 1982, against Coupon No. 2 will be US\$429.73 per US\$5,000 Note.

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JAPAN-EC SYMPOSIUM Japan-EC Economic Relations and the World Economy

Date: November 5, 6, 1981
Venue: Hotel New Otani, Tokyo
Admission: Free

Message from Minister Tanaka and Viscount Davignon

"In recent years economic relations between Japan and the European Community have become of increasing importance. Besides developments in bilateral trade, there has been a growth in technological exchanges and investment projects.

It is essential therefore that mutual understanding should be deepened if we are to find solutions to existing differences, and indeed to further diversify economic relations between Japan and Europe.

For this reason the Japanese Government (the Ministry of International Trade and Industry) and the Commission of the European Communities are organising a Symposium entitled 'Japan-European Community Economic Relations and the World Economy', at which leading political, economic and industrial figures will discuss the issues involved.

We believe that this Symposium will provoke meaningful and lively debates and we hope that you will wish to take the opportunity of attending this significant event."

Minister Tanaka Viscount Davignon

Sponsored by:

The Japanese Government—Ministry of International Trade and Industry
The Commission of the European Communities
The Japan-EC Symposium Committee

With the Co-operation of:

The Nihon Keizai Shimbun
The Financial Times

Chaired by:

Mr. Shōhei Kurihara, Vice-Minister, MITI
Sir Roy Denman, Director-General of External Affairs for EC

(1) "ECONOMIC DEVELOPMENT IN JAPAN AND IN THE EUROPEAN COMMUNITY AND PERSPECTIVES FOR JAPAN-EC RELATIONS"

Mr. R. Tanaka, Minister, MITI
Viscount Davignon, Vice-President of the EC Commission

(2) "PARLIAMENT AND PUBLIC IN JAPAN-EC RELATIONS"

Mr. T. Kuranari, Chairman of Japanese-EC Parliamentary League
Sir F. Warner, Chairman of EC-Japanese Parliamentary League

(3) "INDUSTRIAL CO-OPERATION"

Mr. A. Morita, Chairman of SONY CO.
Mr. J. P. Bouysse, Chairman of THOMSON-CSF

(4) "MANAGEMENT STYLES AND LABOUR-MANAGEMENT RELATIONS IN JAPAN AND THE EC"

Mr. T. Ishihara, President of NISSAN MOTOR CO.
Mr. K. H. Bram, Arbeitsdirektor of VOLKSWAGEN

(5) "WAYS TO MANAGE THE INTERNATIONAL ECONOMIES"

Mr. T. Kohoto, Director General of Economic Planning Agency
Dr. G. Carli, President of UNICE

(6) "ECONOMIC DEVELOPMENT AND CHANGES IN SOCIAL ATTITUDES IN JAPAN AND THE EC"

Mr. G. Moriya, Advisor for MITSUBISHI HEAVY INDUSTRIES
Speaker to be announced

PANEL DISCUSSION

Chaired by:
Mr. N. Amaya, Advisor to the MITI
Mr. E. Wellenstein, Counsellor to EC Commission

Discussed by:

Mr. T. Matsuo, Chairman of MARUBENI CO.
Mr. Y. Takeyama, Managing Director/Editorial of NIPPON KEIZAI SHIMBUN
Sir J. Ridd, Chairman of BRITISH-JAPANESE PARLIAMENTARY LEAGUE
Mr. P. Fabra, Economic Editor of LE MONDE

Please write for further details to: Simon Timmis, Japan-EC Symposium, Financial Times, Bracken House, 10 Cannon Street, London EC4A 3DF

Name

Organisation

Address

Nature of business

Currency translations hit Canon earnings

By Yoko Shibata in Tokyo

CANON, the manufacturer of cameras and integrated business machines, suffered a fall of 64 per cent in consolidated net profits for the first half, to ¥4.79bn (\$30.6m), from ¥13.48bn in the same period the previous year. The decline came despite a rise of 8.4 per cent in sales for the six months to June 30, to ¥231.73bn (\$970m) from ¥204.63bn.

Camera sales gained by 12.8 per cent to account for 45 per cent of total turnover, thanks to the newly introduced AEI programme and medium priced auto-focus cameras.

Sales of business machines, the major product line for the company—representing 47 per cent of total turnover, gained only 2.9 per cent from the previous year.

Marked growth was shown in sales of optical products with an increase of 19.4 per cent, but calculator sales fell by 10.4 per cent.

The earnings collapse was blamed by the directors on a poor performance in inactive business—achievements by European subsidiaries, which were affected by economic recession. The group was also particularly hard hit by foreign exchange fluctuations, especially in European currencies. Foreign exchange losses were put at ¥3.7bn.

During the half year, the yen exchange rate against the U.S. dollar appreciated by ¥24 over the same period in the previous year, which caused a considerable translation loss on uncovered parts of convertible bonds issued overseas.

A sharp increase in the start-up costs of new copiers and cameras also squeezed earnings.

In the current half year, the company's earning performance is expected to recuperate with full contribution from products introduced in the first six months. This is expected to offset negative factors such as a high depreciation burden and the markdown of selling prices following the current depreciation of the year.

ALUMINIUM STOCKS BUILD UP

Nippon Light Metal cuts capacity

By Charles Smith, Far East Editor in Tokyo

JAPAN'S largest aluminium smelter, Nippon Light Metal Company, is proposing to freeze an additional 30,000 tons of capacity, on an annual basis, at Tomakomai plant in Hokkaido.

The freeze will mean that production capacity in use by the company will be reduced to 124,000 tons, at two plants, compared with the normal full operating capacity of just over 300,000 tons.

Like Japan's five other aluminium smelters, Nippon Light Metal is a victim of high domestic power costs and

cheap imports. Japan's aluminium smelting industry depends on oil-fuel power stations for 76 per cent of the electric power used in the industry, whereas in the U.S. the ratio of oil-fuel generating facilities is 5 per cent.

Cheap imports of American aluminium ingots, priced at nearly ¥140,000 (\$614) per ton below the domestic industry's selling prices, have forced the Japanese smelters to cut production sharply.

Nippon Light Metal suspended operations in December last year at its Niigata

smelting plant, shifting the 1,000 workers at the plant to subsidiaries. In January, it closed down an initial 30,000 tons of capacity at the Tomakomai plant. The second Tomakomai freeze, which is to be discussed over the next few weeks with the company union, will displace another 220 workers. The company hopes to find work for all of them elsewhere, but many may have to be shifted from Hokkaido to the main Japanese island of Honshu.

Nippon Light Metal says it is holding unsold stocks of

67,000 tons of aluminium and that such stocks are accumulating at the rate of 3,000 tons per month. It hopes to carry through its second stage freezing operation at Tomakomai by mid-November. Japan's six aluminium smelters have accumulated stocks of ¥30bn (\$130m), but are expected to lose another ¥60bn during the current fiscal year ending next March. Losses of this order would mean that by the end of the fiscal year the industry would have lost more than the amount of its capital.

Kawasaki Steel lifts forecast

By Our Financial Staff

KAWASAKI STEEL CORPORATION, one of Japan's top five steelmakers, expects its profits before tax and special items for the first half of the year to rise to ¥147bn, from ¥113bn this March to record a fall of 33 per cent to some ¥24bn (\$150m), from the ¥50.76bn of the same period in 1980-81.

This, however, shows an improvement on the earlier announced goal of ¥29bn. Sales for the period are expected to show a rise of 3.4 per cent to around ¥632.5bn (\$2.5bn), from ¥611.92bn, and also to represent

a gain on the earlier target of ¥600bn. Sales overseas of the relatively highly profitable seamless steel pipes lie behind the improved earnings forecast, the company says.

Production capacity for seamless steel pipes is to be increased to 69,000 tonnes a month by April, from 42,000 tonnes, followed by a further rise to 87,000 tonnes at an unspecified date. First-half crude steel production would be virtually unchanged from the

year earlier level at 5.25m tonnes, it is said.

Kawasaki plans to increase its capital outlay in the 1982 business year, starting April, to about ¥147bn, from ¥113bn this year.

For the whole 1981 business year, the company estimates that its profit after tax and special items will be about ¥71.3bn, or 22.4 per cent less than the ¥91.7bn last year, on sales of ¥1,280bn, or 6.7 per cent more than 1979-80's ¥1,200bn.

Myer Emporium shows growth

By Graeme Johnson in Sydney

MYER EMPORIUM capped a healthy round of profits reported by Australian retailers, by lifting earnings 13 per cent in the year to July 31 from A\$33.76m to A\$38.16m (US\$ 44m).

The directors are proposing to make a one-for-five scrip issue. Asian interests have built up a small but strategic stake in Myer and the scrip issue follows earlier moves by the company of an asset revaluation and convertible note issue, thought by observers to be possible defensive measures in the event of a take-over bid.

Myer has declared a final dividend of 6 cents a share, which lifts the annual payout from 10.5 cents to 11.5 cents a share. Myer had its best sales record in seven years, lifting overall

turnover 13.7 per cent from A\$1.27bn to A\$1.44bn. But sales growth did not match that of the leading retailer, G. J. Coles, which jumped 21.67 per cent to A\$3.24bn in the year to July.

Myer's chain of target discount stores contributed strongly to its sales growth. Despite intense competition, Target supermarkets lifted sales 17.6 per cent, while those of Myer department stores rose 12 per cent.

The past year has been one of rapid expansion for the Myer group and the year's results included seven months of trading by clothing retailer Country Road and one month of trading by the liquor group San Remo and fast-food outlet Red Rooster.

While Myer will reap the benefits of its diversification into specialised retail outlets in coming years, profit in the past year was deflated by an interest bill up from A\$10.77m to A\$23.17m.

Capital spending, including acquisitions, rose sharply from A\$56m to A\$131m which was responsible for the increased debt on borrowing.

But the interest bill is not likely to spiral further as group properties with a value of A\$120m were available for sale in 1982 year and the proceeds would largely offset borrowing costs.

The decision to sell and lease back a proportion of Myer properties was announced when Myer lifted its asset value by A\$189m to A\$541m in late July.

Fletcher Challenge moves ahead

By Our Financial Staff

FLETCHER CHALLENGE, the New Zealand forestry, paper, industrial agricultural and finance concern, has announced earnings for a period to June 30 equating to NZ\$80.7m (US\$87m) for a period of 12 months, compared with NZ\$57.1m for 1980.

The results now announced

cover the six months for Challenge Corporation, and the nine months for Fletcher Holdings and for Tasman Pulp and Paper up to December 31 last year, and six months for the merged group of Fletcher Challenge up to June 30.

The forest industries sector had an improved year, while

farming had been generally satisfactory, the company said, with record volume and earnings being achieved by the stock and station subsidiary.

Construction volume had increased threefold mainly from acquisition of Australian and Papua New Guinea operators. Earnings were low but reorganisation had taken place which would improve long-term performance.

The manufacturing and merchandising sector achieved earnings gains, despite a low level of construction activity. The results from steel, wire, building materials merchandising, and concrete products are said to have been much ahead of the previous year's.

A final ordinary dividend of 16 per cent, has been declared, making the effective 1981 annual rate 30 per cent.

Reflecting Japan's slower economic expansion since the early 1970s, enterprises began to invest more surplus funds in money markets than in increasing inventory and capital spending.

High interest rates in 1979 and 1980 due to tight money policies then attracted surplus funds to yen certificates of deposit (CDs) and the bond market, especially the Government market.

According to the report, about one-half of Japanese companies' surplus funds were invested in CDs and the bond market in 1980, whereas more than 90 per cent of 1979 liquidity was kept in cash and bank savings in the 1980 period.

Reuter

September 29, 1981

Société Nationale Elf Aquitaine

has acquired through a tender offer
a majority of the shares of

Texasgulf Inc.

The undersigned acted as dealer managers
of the tender offer.

Salomon Brothers Inc.

Lazard Frères & Co.

INTL. COMPANIES & FINANCE

FOREIGN ACQUISITIONS IN THE U.S.

Tilling is still exploring

THOMAS TILLING, a British conglomerate with interests from oil rigs to publishing, deserves a special place in the long list of European companies who have been scrambling to invest in the U.S. In 1976 Tilling had almost no U.S. or overseas interests. Four years later it had notched up U.S. sales of \$11m after a hectic period of acquisitions all across the continent. And it is still buying. One target is that 55-60 per cent of group sales and profits should come from the U.S., says Sir Patrick Meaney, managing director. Total sales last year were \$4.05bn, and the U.S. contributed 29 per cent of the company's total profits of \$98.7m before tax and interest charges. This year 40 per cent of the \$11.7m half-year profits came from the U.S.

Tilling is unusual among foreign investors because it has concentrated exclusively on small and medium-sized companies, so that it has now invested close to \$500m on more than 100 operational locations in the U.S. The latest acquisition this year in August was the \$11.3m purchase of the Pacific Division, based in Paterson, New Jersey, of Sun Chemical Corporation. "It's an eminently reasonable strategy, but the question now is whether they've bitten off too much at once," says Mr Tim Brown, an analyst with Phillips and Drew, London brokers.

The original Thomas Tilling built up a successful Victorian transportation company which, at his death, owned some 25,000 horses. The company was still in this business in 1948 when the British Labour Government acquired its transport operation. Since then, using the government compensation as its seed capital, Tilling has mushroomed into a large holding company whose Mayfair headquarters oversees some 40,000 employees grouped into 22 major operating companies. "We were a conglomerate before anyone ever thought of the word," says Sir Patrick.

In the late 1960s, worried by the long-term deterioration of the British economy, Tilling began to consider overseas expansion. From the start the U.S. was the favourite because of its enormous size and its inherent political stability. But, says Mr Francis Black, the finance director, it wasn't until after the 1974 oil crisis that the climate looked right. "It was

only then that small and medium-size U.S. companies began to worry about their debt and about how to finance expansion. Then prices began to fall. In June 1976, Sir Patrick and Black set out on a three week tour of the U.S. Convinced that there were a lot of fish anxious to be hooked, they established a small office in New York with Mr Colin Draper as its head. "Colin put out the word that we were interested and had more than 3,000 approaches from all sorts of people," recalls Sir Patrick. "There was one lady merger broker who would send three separate letters in one envelope about three separate possibilities."

Since then Tilling has spent \$350m building up a portfolio

equipment, insulation and building and construction. More "add on" acquisitions in related fields are planned in the next two years.

Mr Draper and a small team carefully assessed each prospective acquisition, paying particular attention to management quality. Once bought, Tilling's philosophy is to leave units to get on with their own business providing of course that they get the right results and have cash and trading plus approval further up the management side. "It's an umbrella policy where each autonomous unit is running itself," says Mr Angus Phaire, an analyst with London brokers Fielding, Newsom-Smith. And in Britain where there is a sophisticated financial control system, it has worked

"even now our average interest rate has moved up to 11 per cent at the most."

Meanwhile the company has put in a unified cash management scheme for all its U.S. subsidiaries operated through Thomas Tilling Inc. its U.S. holding company and a financial control system designed to alert it to problems early as, for example, at Clecon.

He believes that many Europeans worry too much about the "problems" of running a U.S. company. He is also something of a crusader about Tilling's own management philosophy. "We believe that as much authority as possible should be pushed down the line," he says. "We've had 30 years experience of acquiring companies and indoctrinating people. We're very good at it." The company still only has about 100 people at its London headquarters (and eight in Park Avenue, New York). "That's all you need to help small to medium-size companies grow at a faster rate than they could otherwise grow themselves," he says.

Tilling is an ambitious company and Sir Patrick is already eyeing new opportunities in the Far East where he sees good opportunities in the next 20 years. But the helterskelter growth of the past four years may be hard to repeat. Already Tilling is falling behind the financial targets it has set itself.

"We really want a 25 per cent return on funds employed before tax and interest charges and are looking for this on new acquisitions," he says. Last year the actual return was only 15.3 after three years in which it was just above 20 per cent.

These are healthy enough figures, but not good enough to satisfy Sir Patrick. Pushing the rate of return back up to the levels he wants may prove harder than the company once expected. "After all," says Mr O'Neill of Hoare Govett, "they have expanded so rapidly that they do run the risk that they may have over-extended themselves."

But, adds Sir Patrick, "by any comparison with anywhere else we could have gone, whatever the ups and downs, the U.S. has already proved one of the best possible places for management and growth."

Previous articles in the series concerned Electrolux (July 10) and BOC (August 4).



Sir Patrick Meaney

In the third of our occasional series on foreign corporate investment in the U.S., David Bell examines the strategy of a UK conglomerate which last year notched up U.S. sales of \$1bn in activities which range from oil rig equipment to publishing

well, although this year profits are likely to be down because of the UK recession.

The test now facing Tilling is whether its unusual management philosophy will pay off in a U.S. market where it is still very much a newcomer. One acquisition, the Cleveland-based insulation and energy conservation company Clecon, has already proved a headache. Some of the purchases in the building and construction sectors look vulnerable if the U.S. is heading into recession and a period of prolonged high interest rates.

But Tilling has been shrewd as well. "They stocked up with long-term loans from U.S. banks ahead of time when rates were very low," says Mr Michael O'Neill of Hoare Govett, the London brokers. The result is that, according to Mr Black,

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SEPTEMBER 1981

Texasgulf Inc.

has been acquired by

Société Nationale Elf Aquitaine
and
Canada Development Corporation

The undersigned acted as financial advisor to Texasgulf Inc. in this transaction.

MORGAN STANLEY & CO.
Incorporated

September 29, 1981

The Industrial Bank of Japan
Finance Company N.V.
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Guaranteed Floating Rate Notes Due 1988



In accordance with the terms and conditions of the Notes and the provisions of the Reference Agency Agreement between The Industrial Bank of Japan Finance Company N.V. and Citibank, N.A., dated October 6, 1980, notice is hereby given that the rate of interest has been fixed at 16 1/4 per cent, and that the interest payable on the relevant interest Payment Date, April 13, 1982, against Coupon No. 3 will be US\$589.96.

October 9, 1981
By: Citibank, N.A., London, Reference Agent. CITIBANK



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U.S. \$40,000,000 Floating Rate
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For the six months

9th October, 1981 to 13th April, 1982

the Notes will carry an

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SEPTEMBER 1981

This advertisement appears as a matter of record only



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APPOINTMENTS

UK NEWS

Spirax-Sarco integration

Spirax-Sarco Engineering states that Spirax-Sarco Europe and Spirax-Sarco International, which coordinate the overseas operations of the group, are to be integrated into the UK operating company, SPIRAX-SARCO, which will become responsible for the world-wide operations of the group's steam specialty interests.

There will be a new, smaller board of directors of Spirax-Sarco, the group chairman and managing director, Mr A. C. Brown, will be chairman and Mr C. J. Tappin has been appointed managing director. In addition, Mr S. J. Gegg has been appointed sales director, Mr T. E. Fortune as manufacturing director, and Mr M. J. Steel as financial director. Mr P. A. Smith will be company secretary.

Mr A. D. Ruxton, who was managing director of Spirax-Sarco will shortly retire. Mr Tappin relinquishes his appointment as group financial director of the parent company, Spirax-Sarco Engineering, but remains a director of that company. Mr S. J. Harris has been appointed group financial controller and continues as secretary of Spirax-Sarco Engineering.

MORGAN GUARANTY TRUST COMPANY OF NEW YORK has promoted to vice-president, Mr B. Anthony Cuerden and Mr

Michael E. Thomson. Mr Cuerden is head of the banking support group and Mr Thomson is head of the treasury support group, both within the operations division at the bank's London office.

Mr Michael Jensen has been appointed an executive director of WILLIS FABER AND DUMAS, and Mr Colin Dickens a divisional director, both in the marine division.

At FRESHBANK FOODS Mr John Beadle becomes sales and marketing director. Mr Vic Hindson has been appointed production director and Mr Ken Houldsworth becomes personnel director. Mr Kevin Overton has been made financial controller.

Mr D. B. Jack, group accountant and a director of Davenport Brewery, has been appointed to the board of DAVENPORTS BREWERY (HOLDINGS).

Mr Derrick Collier has been appointed general manager of PLESSEY AIRPORTS. He joins Plessey from Looch where he was managing director of Associated British Hospital Equipment. The Plessey Airport group is being formed into a subsidiary company in Plessey Electronic Systems.

Mr Cyril Thistlethwaite has

joined CHUBB ALARMS as chief liaison executive, following seven years as director of Chubb's Australian company.

Mr Robert Freeman has been appointed group financial controller and company secretary of the GUILD GROUP which comprises Guild Sound and Vision and Guild Home Video.

SAUNDERS VALVE COMPANY has appointed Mr John A. Leaver as sales and marketing director. He joins Saunders from Plenty Mirrors Pumps where he was sales director.

Mr Arnold Paterson has been appointed director-marketing at BRITISH TIMKEN from director-sales. Other Timken appointments are Mr Gerhard Reiter, who is promoted to director-coordination for Timken Europe, and Mr Klaus Schulze who is promoted to director-marketing - Continental Europe.

The Science and Engineering Research Council and the Department of Industry have appointed Professor D. W. Saunders as director of the TEACHING COMPANY SCHEME. Professor Saunders succeeds Dr John Wallace. Professor Saunders' Teaching Company appointment is part-time. He will retain his leadership of the Polymer Group at Cranfield.

Mr Nicolas Gorodiche replaces Mr Michel Baron as AIR FRANCE general manager for Great Britain and Ireland. Mr Baron returns to Paris as Air France general manager.

Mr John Green-Armstrong, a director of N. M. Rothschild and Sons, has been appointed a director of the GUTHRIE CORPORATION.

Mr Michael Rodd has been appointed export sales and marketing director for COW AND GATE. He joins the company from the Unilever Group whom he joined in 1953.

THE BOOTS COMPANY has appointed Mr Peter Courtney as finance director from February 1 on which date he will become a member of the board. He is at present finance director of the Rank Organisation.

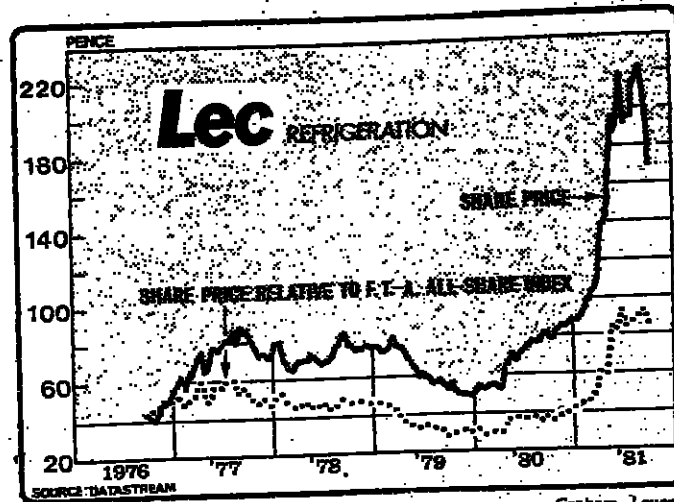
Mr Alan Gill has been appointed managing director of BEAUFORT ENGINEERING, a subsidiary of Johnston Industries.

ABBEY LIFE ASSURANCE has appointed Mr Richard Brown to be senior branch manager of the company's Strathclyde branch in Glasgow.

Mr Alistair Ian McDonald has been appointed a director of THE TRUST UNION.

How Lec is beating the recession

By Terry Garrett



SOMEbody really ought to nip down to Bognor Regis and let Mr Charles Purley know that there is a recession going on. For Charles Purley is founder and chairman of Lec Refrigeration, a company making more than a third of all Britain's domestically produced fridges and freezers. And the company stubbornly refuses to show symptoms of the sickness so easily recognisable at present in many other "white goods" manufacturers.

Lec looks a classic example of a one-product company selling into a cyclical industry where the competition is ruthless and underlying demand weak. In 1980 total UK sales of fridges and freezers fell by a tenth to 1.8m. Lec should have been doing badly.

Yet last year Lec produced a 50 per cent profit rise to £2.3m from a 24 per cent rise in 1979. And in the first half of 1981 the company has notched up a further pre-tax gain of a fifth and is heading towards profits of perhaps £3m for the year. Admittedly these figures follow a four-year period when the company appeared to be going nowhere fast. But the fact remains that Lec is producing some very impressive growth at a time when its competitors are facing a squeeze.

"There is nothing magical about it," says Mr Don Durrant, finance director. With all the talk of recession and general doom and gloom in the early part of 1980 it would have been all too easy, he says, to have cut back on overtime and production, tighten down financial controls and run through the rough patch with a survival attitude. Lec had been through other downturns and come through pretty well.

This time things were different. Lec took the decision to cut prices—drastically or some models—go all out for volume to keep the factory working full time and hope to win sufficient market share to keep profits heading the right way. The company also turned the screws on its suppliers for a few months to "read the strain".

By the end of 1980 Lec was claiming an overall market share of 17 per cent against 14.7 per cent in 1979. The domestic refrigerator market is mature — 93 per cent of all households own one and the manufacturers are left with replacements and new models to create demand and Lec reckons it has a 161 per cent market share. Freezer sales have been growing rapidly in

but paying its creditors over 63 days. At the same time the return on capital employed at Lec is 23.8 per cent and even on a CCA basis the return is 11.4 per cent. This is quite good for a manufacturing industry standing at the return it once was.

The new mood at Lec has not been lost on the stock market. From 50p at the beginning of last year the shares showed a steady progression, throughout 1980 and really started to accelerate in the first half of 1981, hitting a peak of 232p before coming back in the recent market shake-out. Last week the shares were in the news again with vague rumours of a bid. But while the strengths of Lec might make it a target for predators, an unwelcome suit would not get far.

The Purley family owns more than 40 per cent of the shares and the board room stake is around 45 per cent. Charles Purley, who founded the company just after the last war, may be 70 years old but he still has a strong personal commitment to the business. He created the energy to walk the legs off a journalist in the age of a small airstrip — the company has two light aeroplanes for ferrying personnel and parts — the plant stretches over 50 acres.

The works is almost totally vertically integrated. Compressors, condensers, electric motors, virtually everything is manufactured in-house. The only significant part that is bought in is the thermostat.

Between 5,000 and 6,000 tons of sheet metal are purchased each year to turn out the latest electrostatic methods with a continuous automatic line which can degrease, prime and paint and oven heat some 2,000 cabinets every 24 hours.

From sheets of polystyrene the interior is vacuum formed and heat moulded, while injection moulding machines churn out the myriad of small parts which go to make up the final product. There are two main production lines which in a 10-hour day can churn out 700 and 1,300 units. Currently £1m is being spent on increasing compressor capacity by 25 per cent and six new injection moulding machines.

Everything is freehold apart from the new purpose-built 73,000 sq ft warehouse which is rented. This has a capacity to store between 60,000 and 75,000 units and, was opened in February this year to "clear up" the distribution system and make it more cost-effective.

Bognor is also the home of a specialist products division, a spin-off from Lec's expertise in refrigeration. The company has become one of the leading manufacturers of fridges for aeroplane galley, it produces blood storage cabinets, environmental test chambers and specialist storage facilities for hospitals and research centres. Within reason the plant can produce anything to a customer's requirements. Some of the more bizarre requests include coffin coolers for the Dutch market.

The specialist division is fairly self-contained, with sales of around £1m a year, but it is expanding and will provide a growing profit centre. The same cannot be said for Lec's small Galah factory, the only plant it has outside Bognor since it withdrew from London in 1968. Lec went to Galah in the strength of excitement about the new wider European community and local grants. It was not provided the foothold in

Lec

Europe the company was looking for. Most of the production is shipped to the UK and now inter-union problems have hit production and the operation is only just operating above break-even level. Its ultimate survival probably rests on the union fight.

Lec has also developed a sizeable export business. In 1980 exports reached £7.2m — a fifth of group sales. Much of this, perhaps 60%, is in the form of knocked down kits or components to licensed Lec takes a small royalty fee on sales and also a front-end charge for advising on the plant and training personnel.

Lec has staked out a rather cosy position for itself in the fridge and freezer market. It holds this stance by dint of its selling prices and spare parts service back-up. Not a small point when the Electricity Boards are major customers. Still it remains a market dominated by appliance manufacturers by giant firms such as Zanussi and Charles Purley puts it: "If you are in the mouse-trap business and make the best mouse-traps, the world will come knocking on your door."

BASE LENDING RATES

A.B.N. Bank	16 %	Guinness Mahon	16 %
Allied Irish Bank	16 %	Hambros Bank	16 %
American Express Bk.	16 1/2 %	Heritable & Gen. Trust	16 1/2 %
Amro Bank	16 1/2 %	Hill Samuel	16 1/2 %
Bank of Australia	16 1/2 %	C. Hoare & Co.	16 1/2 %
Bank of Canada	16 1/2 %	Hongkong & Shanghai	16 1/2 %
Bank of China	16 1/2 %	Knowsley & Co. Ltd.	16 1/2 %
Bank of Ceylon	16 1/2 %	Lagans Trust Ltd.	16 %
Bank of India	16 1/2 %	Lloyds Bank	16 1/2 %
Bank of Japan	16 1/2 %	Maltrhail Limited	16 %
Bank of New Zealand	16 1/2 %	Edward Manson & Co.	17 %
Bank of Oman	16 1/2 %	Midland Bank	16 1/2 %
Bank of Persia	16 1/2 %	Samuel Montagu	16 1/2 %
Bank of Portugal	16 1/2 %	Morgan Grenfell	16 1/2 %
Bank of Rangoon	16 1/2 %	National Westminster	16 1/2 %
Bank of Saudi Arabia	16 1/2 %	Norwich General Trust	16 1/2 %
Bank of Singapore	16 1/2 %	P. S. Refson & Co.	16 1/2 %
Bank of Siam	16 1/2 %	Slavenburg's Bank	16 1/2 %
Bank of Swaziland	16 1/2 %	E. S. Schwab	17 %
Bank of Taiwan	16 1/2 %	Standard Chartered	16 1/2 %
Bank of Thailand	16 1/2 %	Trade Dev. Bank	16 1/2 %
Bank of Tonga	16 1/2 %	Trustee Savings Bank	16 1/2 %
Bank of Trinidad	16 1/2 %	TCB Ltd.	16 %
Bank of Vanuatu	16 1/2 %	United Bank of Kuwait	16 1/2 %
Bank of Venezuela	16 1/2 %	Whiteaway Laidlaw	16 1/2 %
Bank of Zanzibar	16 1/2 %	Williams & Glyn's	16 1/2 %
Bank of Zimbabwe	16 1/2 %	Wintrust Secs. Ltd.	16 1/2 %
Barclays Bank	16 1/2 %	Yorkshire Bank	16 1/2 %
Benevolent Trust Ltd.	17 %		
Bremer Holdings Ltd.	17 %		
Bristol & West Invest.	17 %		
Brit. Bank of Mid. East	17 %		
Brown Shipley	16 1/2 %		
Canada Perm't Trust.	16 1/2 %		
Cayzer Ltd.	16 1/2 %		
Cedar Holdings	16 1/2 %		
Charterhouse Japhet.	16 1/2 %		
Chaulourons	16 1/2 %		
Citibank Savings	16 1/2 %		
Clydesdale Bank	16 1/2 %		
C. E. Coles	16 1/2 %		
Consolidated Credits	16 1/2 %		
Co-operative Bank	16 1/2 %		
Corinthian Secs.	16 1/2 %		
The Cyprus Popular Bk.	16 1/2 %		
Duncan Lawrie	16 1/2 %		
Eagel Trust	16 1/2 %		
E. T. Trust Limited	16 1/2 %		
First Nat. Fin. Corp.	17 %		
First Nat. Secs. Ltd.	17 %		
Robert Fraser	16 1/2 %		
Anthony Gibbs	16 1/2 %		
Grindlays Bank	16 1/2 %		

£ very firm

Sterling rose sharply in the foreign exchange market yesterday, reflecting the recent increase in British interest rates at a time when rates in the U.S. and Germany have shown an easier trend. The pound was also helped by a report that the Bundesbank had been under-estimated the strength of the dollar. The Bank of England's decision to raise interest rates by 15 per cent, to 15.75 per cent, was seen as a move to improve the current position of the pound, which has been under pressure since the start of the year. The Bank of England's decision was also seen as a move to improve the current position of the pound, which has been under pressure since the start of the year.

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STERLING - Trade-weighted index (Bank of England) rose to 88.8 from 88.4 after opening at 88.3 and closing at 88.6 at noon. It closed at 88.6, having risen since September 4. The pound opened at 88.3 on September 4, and fell to a low of 87.5 on September 10. It then rose steadily to 88.6 on September 24, before closing at 88.6 on September 24. It then rose steadily to 88.6 on September 24, before closing at 88.6 on September 24.

EMS EUROPEAN CURRENCY UNIT RATES

Currency	Unit	% change from 1979
Belgian franc	100	+0.25
Dutch guilder	100	+0.25
French franc	100	+0.25
German mark	100	+0.25
Italian lira	100	+0.25
Spanish peseta	100	+0.25
Portuguese escudo	100	+0.25
Irish punt	100	+0.25
UK sterling	100	+0.25

FT LONDON INTERBANK FIXING (11.00 a.m. - OCTOBER 8)

3 months U.S. dollars	6 months U.S. dollars
bid 16 1/16 offer 16 1/8	bid 16 1/16 offer 16 1/8

EURO-CURRENCY INTEREST RATES (Market closing rates)

Short term	16%-16 1/2%	14-14 1/4%	18%-18 1/2%	19%-19 1/2%
7 days' notice	18%-18 1/2%	15 1/4-15 1/2%	18 1/2-19%	19 1/2-20%
Month	18-18 1/2%	15 1/2-16%	18 1/2-19 1/2%	19 1/2-20 1/2%
Three months	16-16 1/2%	16 1/2-17%	18 1/2-19%	19 1/2-20 1/2%
Six months	16-16 1/2%	16 1/2-16 3/4%	18 1/2-18 3/4%	19 1/2-20 1/2%
One year	16 1/2-16 3/4%	16 3/4-17%	18 1/2-18 3/4%	19 1/2-20 1/2%

FINANCIAL TIMES SURVEY

Friday October 9 1981

هكذامن الأهل

AIRPORTS

During the next 20 years many new international airports are likely to be built, especially in the Third World, and many existing airports will be modernised to cope with the anticipated expansion of world civil air transport. These developments will be studied at the International Civil Airports Association's 21st Congress in Manchester from October 13 to 16, in conjunction with the exhibition "Airport 81", devoted to airport construction.

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Daunting problems in next 20 years

By Michael Donne
Aerospace Correspondent

ALTHOUGH THE business recession has temporarily slowed the growth of air passenger and cargo traffic in many parts of the world, with consequent reductions in new orders for aircraft, there is one area where activity has never been higher—the construction of airports.

It has been estimated that up to the end of the century, about \$50bn will be spent throughout the world on what may be broadly termed "the airports industry."

This covers not only the building of new facilities but also the modernisation and expansion of many existing airports to enable them to handle the renewed growth in air travel that is confidently forecast by many in the industry.

Precisely when this resurgence will occur is difficult to gauge. In some parts of the world, such as the Far East and in South-East Asia, the recession appears to have had little real impact on air travel.

But most analysts believe that by the mid-1980s air travel will again be expanding, although it may be at a lower annual rate, say about 5 to 7 per cent, than the 10 to 12 per cent experienced during the 1970s.

It is to be able to meet this increase that many airport authorities throughout the world are now planning for improvements to their existing airports or for building new ones. It is widely accepted that now is the right time to start the necessarily lengthy planning and construction to ensure that a particularly country or city is not short of capacity when the expansion ultimately occurs.

This is especially true of Britain. The British Airports Authority is already involved in the expansion of Stansted as the Third Airport for London, whilst building Terminal Four at Heathrow and waiting for a Government decision on a second major terminal at Gatwick.

Manchester International Airport is having its main runway lengthened. Throughout the country the story is the same, one of substantial investment into runway and terminal building improvements, and the provision of facilities such as new car parks, catering buildings, administration blocks, fuel farms and other units.

Overseas, many countries in the Third World have grown to appreciate that air transport is one of the mainstays of economic growth. There has therefore been a remarkable expansion in the number and strength of airline activities in the Middle East, Africa, South-East Asia, South America and the Far East.

Along with these have come increased investments in and plans for new airports of all kinds to provide for the growth in traffic.

It is not that the world is currently short of civil airports. What it is relatively short of, and will be even more short of as traffic expands, is enough airports built and equipped to the highest possible standards for scheduled international operations.

There is also at some ostensibly "major" international airports a severe shortage of adequate passenger and cargo facilities—Heathrow is now almost at saturation point, and Terminal Four, now being built, is urgently needed for the period 1985-90.

Capacity

Yet another problem at many major airports is a severe shortage of runway capacity, with existing runways either too short to take the biggest and heaviest airliners, or too few runways.

This is one of the most controversial aspects of Gatwick Airport development. Many airlines believe that the British Airports Authority is wrong in insisting that it can expand Gatwick to a capacity of 25m passengers a year with only one main runway.

Whatever the merits of that particular argument, however, there is no doubt that throughout the world the opportunities to design, develop, equip, and operate new airports are already substantial and are likely to grow during the 1980s and beyond.

The International Civil Aviation

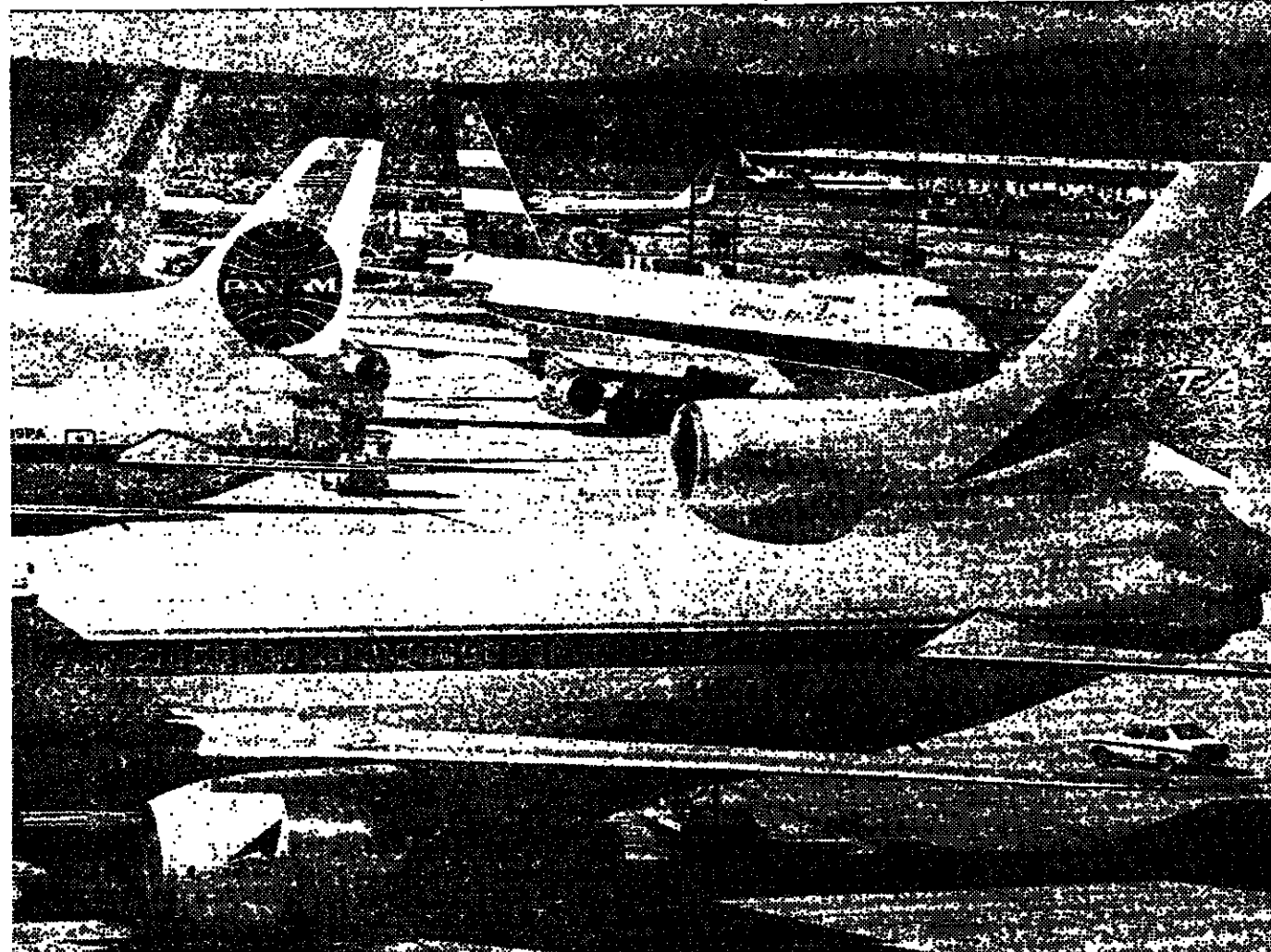
Organisation (ICAO)—the aviation technical agency of the United Nations—lists 32,835 civil "aerodromes" throughout the world in its 1960-plus member States, but 17,089 of these are listed for private use only (many of them probably little more than rough airstrips for general aviation purposes). Of the remainder, 490 are heliports and 511 are seaplane bases.

Of the 14,745 land airports, only 1,025 were listed as suitable for regular international operations at the end of 1980, with another 23 such major airports either planned or already under construction.

This compares with about 930 such airports at the end of 1972, so that over the past decade, nearly 100 major new international airports have been brought into use to serve an expanding air transport community whose annual scheduled passenger traffic in that period has risen from 450m to 734m.

If, as generally expected, world scheduled passenger traffic doubles throughout the 1980s, it seems probable that at

CONTINUED ON NEXT PAGE



Most analysts believe that by the mid-1980s air travel will again be expanding by between 5 and 7 per cent a year. Above: Wide-bodied jets of Delta, Cathay Pacific, Pan Am and Garuda Indonesian Airlines at Britain's Gatwick Airport which now handles 121 airlines

Glyn Gwin

Europe's fastest growing Airport at the heart of Britain's motorway network

welcomes the 1981 International Civil Airports Association Congress

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Brussels	Leningrad	San Juan
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Copenhagen	Malaga	Thessaloniki
Corfu	Malta	Toronto
Cork	Miami	Tunis
Cyprus	Milan	Turin
Djerba	Monastir	Valencia
Dublin	Moscow	Vancouver
Dubrovnik	Munich	Varna
Dusseldorf	Munster	Venice
Edmonton	Naples	Verona
Faro	New York	Vienna
Frankfurt	Nice	Warsaw
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Geneva	Oporto	Zadar
		Zurich

MANCHESTER INTERNATIONAL AIRPORT

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AIRPORTS II

Daunting problems ahead

CONTINUED FROM PREVIOUS PAGE

least another 100 or so major international airports will become necessary—either to replace existing inadequate airports or to handle increased traffic.

Since a new airport now can cost up to £500m (and there are cases of new airports costing even more, such as those at Riyadh and Jeddah in Saudi Arabia), it is not difficult to see how the £500m figure is arrived at—especially if the multi-farious items of necessary equipment are taken into account.

The 1,025 international airports listed, together with the 23 planned or under construction, between them have only 1,674 runways. Most of them are single-runway airports and in many places the runways vary in length.

There would seem to be a major need at many airports for runway improvements, especially lengthening them to enable them to accommodate more and bigger aircraft and thus more passengers.

The opportunities are therefore boundless. There is hardly an airport anywhere in the world that cannot benefit from some additional investment. Indeed, it is almost impossible to find a major airport where some form of construction for modernisation or expansion is not going on.

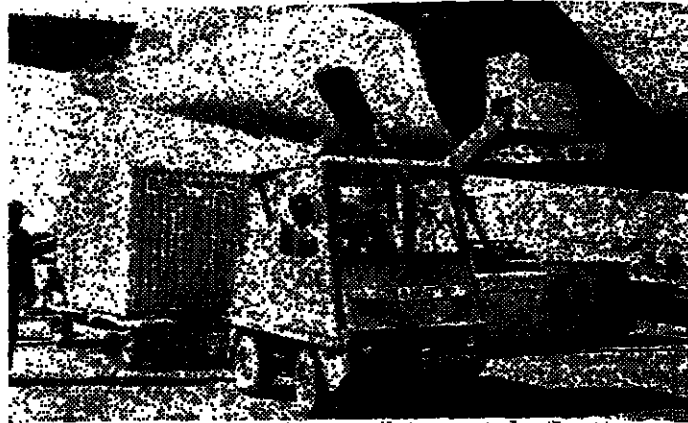
But at the same time every regular air traveller knows only too well that there are some airports—especially in the Third World—that are totally inadequate for the traffic using them. They could benefit not only from physical improvement but also from more alert, dynamic and efficient management.

The ICAO itself works hard to ensure that adequate technical and safety standards are laid down for airport construction. But it is not always possible for the organisation itself to monitor what is done, even if it had the legal right to do so.

It can only work by example, for although it has limited funds to spend on technical assistance they do not run to financing the construction of airports costing several hundred million pounds.

One result is that there have emerged over recent years many international airport consultants, some of them directly linked to major airport authorities in the U.S. or Western Europe.

These consultants have already won and seem likely to continue to win, substantial



Hamech Ransomes tractors from Staines, Middlesex, are widely used by airlines around the world. The company's electric vehicles will be featured at the Airport '81 exhibition.

THE WORLD'S TOP TEN AIRPORTS

	Passengers 1980 (m)	Freight and mail (tonnes)	Number of aircraft movements
Chicago	43.85	749,177	724,155
Atlanta	40.18	460,245	612,535
Los Angeles	33.04	680,049	523,961
Heathrow (London)	27.47	581,500	294,600
Kennedy (New York)	26.79	1,178,531	307,527
San Francisco	22.25	491,393	389,146
Dallas/Fort Worth	21.95	279,966	463,447
Denver	20.85	172,149	496,888
Miami	20.50	569,068	369,563
La Guardia (New York)	17.46	74,618	324,811

Source: Airport Operators' Council International.

Market role clearly defined

IT IS significant that last year, which has been described as one of the worst years in aviation history, nearly 50 per cent of the UK's major regional airports showed a profit.

The most recent White Paper on civil aviation confirmed the role of the major regional airports. It separated them into categories to define their activities more precisely and give them guidelines for future development.

A major regional airport can usefully serve its surrounding area in four ways, depending, of course, on airlines and aviation companies being willing and able to provide the services.

It can offer air links with the two London airports—Heathrow and Gatwick—to enable travellers to change to long distance flights; direct air links with other parts of the UK, thus saving much time; services

to key Continental destinations—for example, Amsterdam—thus offering "interline" facilities from these cities to other destinations; and air freight services from the "home" airport.

If a regional airport is to survive and provide all these services, it will depend on airlines such as Air UK and on passengers making use of the services offered.

Air UK has built its success on providing local links and serving regional airports. It serves Amsterdam, for example, from six UK regional airports—Aberdeen, Edinburgh, Leeds-Bradford, Norwich, Southampton and Humberside.

According to research carried out by the airline, about 200,000 people used these services last year. Of that number, 35 to 40 per cent "interlined" on to other destinations.

Manchester Airport is officially designated a "gateway international airport," but unlike the two London airports in this category—Heathrow and Gatwick, both owned and operated by the British Airports Authority—it is owned and administered by an airport authority which is a joint committee of the Greater Manchester County and the City of Manchester councils.

It has been consistently profitable and apart from a £3.75m central Government grant towards the present terminal building the airport has been self-financing throughout its history.

Manchester has a successful mixture of traffic—scheduled and charter flights are operated as well as all-freight services. Plans have already been announced for new Olympic Airways services to Athens by way of Brussels. Tunis Air will

start with charter flights but has plans for scheduled services, while Iberia will be offering new services from Manchester to Madrid and Malaga.

Last year work on re-surfacing and widening the runway was completed and the throughput of passengers was more than 4m. Also last year, Manchester was able to claim proudly to be the first airport to achieve the

all the Scottish airports can and will break even financially.

A BAA spokesman said recently that it expected that the Atlantic route recently abandoned by British Airways—Prestwick to New York—would be taken over by another carrier—Laker has already made a bid for this route and that from Prestwick to Toronto.

The key to the success of a regional airport he summed up thus: "It is not how an airport looks or what it has to offer but whether enough people want to fly from it and whether it is economically viable for airlines to use it and fly the available routes."

Renewal work on runways has been carried out at Glasgow, Edinburgh and Prestwick, while additional cargo space has been introduced at Prestwick and alterations carried out inside the terminal. Aberdeen has a new aircraft apron and taxiways.

Birmingham Airport, which serves one of the largest conurbations in the UK, has an annual throughput of over 1.5m passengers. As the demand has grown, the airport has expanded its facilities accordingly and the establishment of the National Exhibition Centre nearby has given it an added incentive to develop.

Airports like Birmingham were pleased that the White Paper clearly defined their role. Mr Bob Taylor, the airport director, has expressed his support for that role: "The local authority and the airlines completely support this clearly defined market role and see no need for a long runway at Birmingham. Although it would compete with Heathrow and Manchester to some extent it would not necessarily be a realistic base for longer flights."

"Airlines exist to serve travel needs and insufficient passenger means insufficient revenue. The same applies to airports, where capital expenditure has to be paid for by landing charges, passenger taxes, car park fees, catering, and duty-free sales, etc."

This sums up the complexity of the task now facing the management of any airport, and most especially a regional airport where market needs have to be studied closely.

Although Birmingham is not far from London by rail and the M1, and has feeder services to both Gatwick and London, it has regular services to key European destinations. Many passengers find connections from some of these airports easier than going via London.

The opening of the National Exhibition Centre near the airport has meant that an increasing number of visitors to the exhibition now arrive by air.

Birmingham Airport is facing the future with optimism. It is at the heart of the motorway network and will soon be linked directly to British Rail by MAGLEV—a new rapid transit system.

About 1.75m passengers are expected to pass through it this year and it is predicted that some 3m will be flying to or from Birmingham by 1990. This figure has been used as a design base for the new terminal.

The same optimism is to be found at many other regional airports. Professional management and marketing skills will be needed in the years ahead to ensure that they continue to play an important role in the country's transport system.

UK REGIONAL AIRPORTS

ANNE REDMILE

stringent new runway lighting standards laid down by the international aviation organisation ICAO for bad-weather landings.

There is a good deal of local pride in the success of Manchester as a major airport. In the introduction to a recent publication about the airport and its services, it was stated that: "Our catchment area might be considered as all of Britain when you consider the quality of our surface connections—the motorway runs right into the airport terminal and mainline railways are only a few miles away."

"But our special region is the North of England. We operate as the 'North Country's Gateway to the World', from north of Birmingham to the Border and both sides of the Pennines from the Irish Sea to the North Sea."

The continued growth of airports like Manchester and its southern counterparts still leaves room for the smaller regional airports, however. As major airports become larger and usually more congested the appeal to many people of a smaller airport nearer home and offering a less stressful way of travelling, becomes greater.

This view is supplied by Mr Eric Dyer, the director of East Midlands Airport, which serves Derby, Nottingham, Leicester and their surrounding areas.

"Regional airports have an extremely important role to play in the future of the air transport industry," he says.

"During the past three years the traffic handled within the UK by regional airports has increased by 1.5 per cent when compared with the London airports."

"East Midlands Airport's passenger traffic trebled during the decade 1970-80 and this rate of growth is expected to continue over the next 10 years. The airport authority was recently advised that only 27 per cent of travellers within its catchment area are currently using their local airport."

"Regional airports have scope for much utilisation. They exist to serve the needs of the communities in which they are located and assist them in the promotion of trade and tourism."

In Scotland the British Airports Authority owns and operates four key airports—Aberdeen, Edinburgh, Glasgow and Prestwick—and is expected to make them break even. Apart from Aberdeen, they reported a fall in traffic last year.

The BAA says it is confident that with expert management and the right type of operation



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This radar is able to probe its surroundings and intelligently adapts itself to optimally pro-

cess the radar signals, thereby achieving good aircraft detection without cluttering the radar picture with false signals.

Sales of more than 40 systems confirm that the radar is recognised throughout the world as the radar solution of the 80s.

Selenia tracking radars are the prime sensor for the Ferranti WSA 4 weapon system fitted in the Type 21 frigates and have been in frontline service with the Royal Navy for several years.

As a consequence of the success of this and other projects, it is only natural that the relationship between the two companies should develop. Negotiations have therefore recently been finalised to license the manufacture of the ATCR-33 in the United Kingdom by the Scottish group of Ferranti Ltd. At a time when the United Kingdom is reviewing the replacement of the existing chain of military airfield surveillance radars, a British-built ATCR-33 must be considered a contender for this programme.

Selenia profile

research is being carried out on electronic warfare technologies and studies of electronic scanning antennas for integration in advanced defence systems.

The continuing drive to find alternative markets abroad and the optimistic forecast for world demand have enabled Selenia to acquire important contracts recently, 70% of which are overseas.

These important results, achieved through heavy financial and commercial investments, are particularly noteworthy when one considers the extremely competitive international markets in which Selenia operates.

Selenia's various production activities take place at four plants in Italy: Rome, Pomezia, Fusaro and Giugliano.

Initially, Selenia produced single items of equipment but over the years the Company has moved strongly into the field of providing complete systems.

In the systems field, Selenia collaborates with other companies such as Elsig for naval systems, Contraves Italiana for defence systems and with Aeritalia for aeronautic and space programmes.

The principal sectors in which Selenia operates through its Divisions are:

- ground-based air defence systems
- naval defence systems
- special systems
- air traffic control systems
- informatics and telecommunications systems
- space activities.

The achievements of Selenia in more than 30 years' activity can be summarised as follows:

- a workforce of 4,200 employees, half of whom are engineers and highly skilled technicians
- four plants equipped with the most modern machinery
- 70% of the production exported worldwide
- heavy investment in research and development amounting to 25% of production.

The Painless Alternative
Amsterdam Airport Schiphol

مكتبة الأنجل

AIRPORTS III

هيك من النحل

Much argument still to be heard over Stansted

HOPES THAT at last there may be a final resolution of the long-running saga of what to do about future airport capacity at London and the South-East have been raised by the recent start of yet another major Public Inquiry into this controversial issue.

It is a subject that has dominated UK civil airport policy for more than 20 years. In that period, people living round Stansted, Essex, have fought an eleven-year battle against plans to develop the existing airport there.

In the same period there has been the decision to develop an airport on land reclaimed from the sea at Maplin off the Essex coast—a decision subsequently cancelled by the Labour Government in 1974. Together with decisions to develop a fourth terminal at Heathrow to lift that airport's capacity from 30m to 38m passengers a year (on which work is now in progress).

There are also plans (yet to be approved) to develop a second major terminal at Gatwick to raise that airport's capacity from 16m to 25m passengers a year.

Behind all of the traumas, decisions and changes of mind by successive governments over

This will be enough to cope with the current forecast of about 70.2m passengers a year by 1990. But if the forecasts prove correct, and traffic increases to some 87.2m a year by 1995, it seems clear that even Stansted developed to 15m will not be enough and that the further development beyond that point will become necessary, although on a progressive basis.

The full development to some 50m passengers a year would probably be undertaken only slowly, according to demand. The full 50m might not be reached until the end of the century, if then.

The BAA already knows (and the early days of the Public Inquiry have confirmed it) that it is in for a tough fight, with many environmental and other groups in the Stansted area bitterly contesting its plans.

But it has perhaps an even more formidable opponent in the shape of the leading national carrier, British Airways.

British Airways has stated bluntly that it does not approve of the development of Stansted. It wants to see the development of a fifth major terminal at Heathrow on the site of the existing sewage works at Perry Oaks at the western end of the airport.

Although British Airways is publicly "flying the flag" alone at the Public Inquiry, it knows that it has the tacit support of many of the other 70 or more airlines which use Heathrow. None of them really wants to move to Stansted, now or at any time in the future.

British Airways' opposition to Stansted and its wish to see a fifth major terminal built at Heathrow are based on the fact that using Stansted would add between £130m and £190m to its annual operating costs, quite apart from the much greater expense of developing Stansted.

Its forecasts of passenger traffic growth in the London area up to the year 2000 are lower than those of the Airports Authority.

BA sees passenger traffic growing from the 39.7m of 1980 to 46.2m by 1985, 59.6m by 1990, 73.4m by 1995 and 87.2m by 2000, representing an average annual growth of about 4.3 per cent.

These estimates compare with the Airports Authority's figures of 59.2m by 1985, 70.2m by 1990 and 87.2m by 1995.

Mr Roy Watts, chief executive of British Airways, says the airline's case is simple. At the public inquiry it will argue that to embark on the development of a third major airport at Stansted—32 miles from central London—at this time would be wrong.

"It would involve the unnecessary expenditure of hundreds of millions of pounds of taxpayers' money and a crippling increase in airlines' costs, which in turn would react against the industry's efforts to bring costs and fares down," he says.

Instead we propose that a fifth passenger terminal be

built at Heathrow to accommodate the expected passenger traffic growth without increasing the noise disturbance to Heathrow's neighbours or exceeding the maximum number of flights permitted by the Government (275,000 a year into and out of Heathrow).

"Despite the scepticism expressed by many people, genuinely worried about a possible increase in noise, there is nothing magical about the British Airways proposal. The key lies in encouraging the increased use of bigger, quieter and more economical jets by providing adequate facilities for both aircraft and passenger handling," declares Mr Watts.

British Airways also suggests that the cost of developing a fifth terminal at Heathrow would amount to only about £324m at 1979 prices, compared with £869m for developing Stansted (see table at foot of page).

There are also other proposals. The Public Inquiry will be looking at the possible revival of the idea to site a new airport on reclaimed land at Maplin, off the coast. It is possible that during the course of the inquiry other solutions to the problem will be mooted, such as much greater use of regional airports throughout the

country or even the selection of other "greenfield" sites for the airport.

What is already clear is that the Public Inquiry is likely to last for many months—some suggestions have put it as long as a year—and that it may be at least another year before the Inspector, Mr Graham Eyre, QC, has completed his report and the Government of the day has studied it and come to a decision.

Thus the political decision that will settle the matter—for it is only on the political level that it will ever be finally settled—is not likely until some time in 1983.

What worries some people in civil aviation is that by 1983 the country will be drawing closer to a General Election, with politicians reluctant to take decisions likely to be unpopular.

There is also the danger that an unpopular decision (which is what any decision to allow the development of Stansted would be) might be overturned by an incoming Government with new ideas on what ought to be done.

Although hopes may now be high that the long airport dispute in London and the South-East could at last be on the verge of settlement, it would

be as well not to bank on it.

There is still much work to be done and much argument to be heard for and against Stansted—and the other available options—before Britain's civil aviation industry can really be sure that the Government is preparing realistically for the expansion that the next century is likely to bring.

British Airways has suggested that the cost of developing a fifth terminal at Heathrow (above) would amount to only about £324m at 1979 prices, compared with £869m for developing an existing airport at Stansted, Essex



Trident two

British Airways has suggested that the cost of developing a fifth terminal at Heathrow (above) would amount to only about £324m at 1979 prices, compared with £869m for developing an existing airport at Stansted, Essex

LONDON AND THE SOUTH EAST

MICHAEL DUNNE

the past 20 years lies the steady growth of air traffic into and out of London and the south-east.

Despite the occasional recession the overall trend in traffic has been upwards, and forecasts generally have been overtaken by events.

Although air traffic is now once again depressed by the recession, few in the air transport industry doubt that this is a temporary lull and that by 1985 or so traffic will be rising sharply again, causing the familiar problems of congestion at existing airports through shortage of capacity.

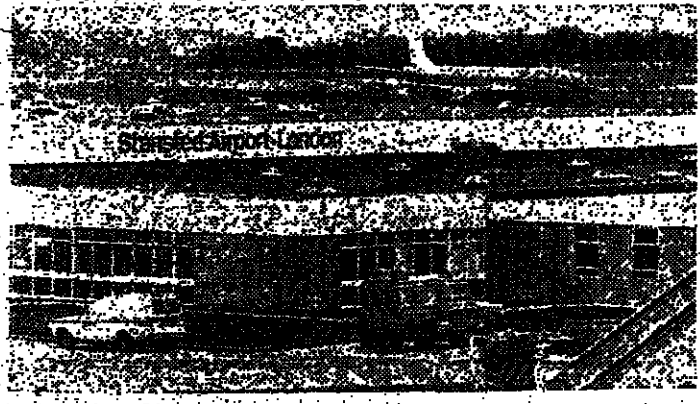
The Public Inquiry, which began on September 29, stems from the attempt by the British Airports Authority to cut the Gordian Knot once and for all and to realise the development of Stansted as London's third airport—initially from the present 15m to 15m passengers a year but with provision for possible further eventual development, with a second runway, to as many as 50m passengers a year if necessary.

Assuming that the initial Stansted development to 15m passengers a year were to be allowed, together with the 38m passengers a year at Heathrow (after Terminal Four is completed), and the 25m at Gatwick (provided the Terminal Two is permitted there), the BAA believes it will have available capacity of 78m passengers a year at its own airports and nearly 92m if the capacity of 3.5m to 4m available at Luton is added.

PASSENGER TRAFFIC FORECASTS

London and South-East area: millions of passengers per year				
	1980 (actual)	1985	1990	1995
British Airports Authority	39.4*	53.2	70.2	87.2
British Airways	39.7	48.2	59.6	73.4

* BAA's figures exclude the Heathrow-Gatwick helicopter link.



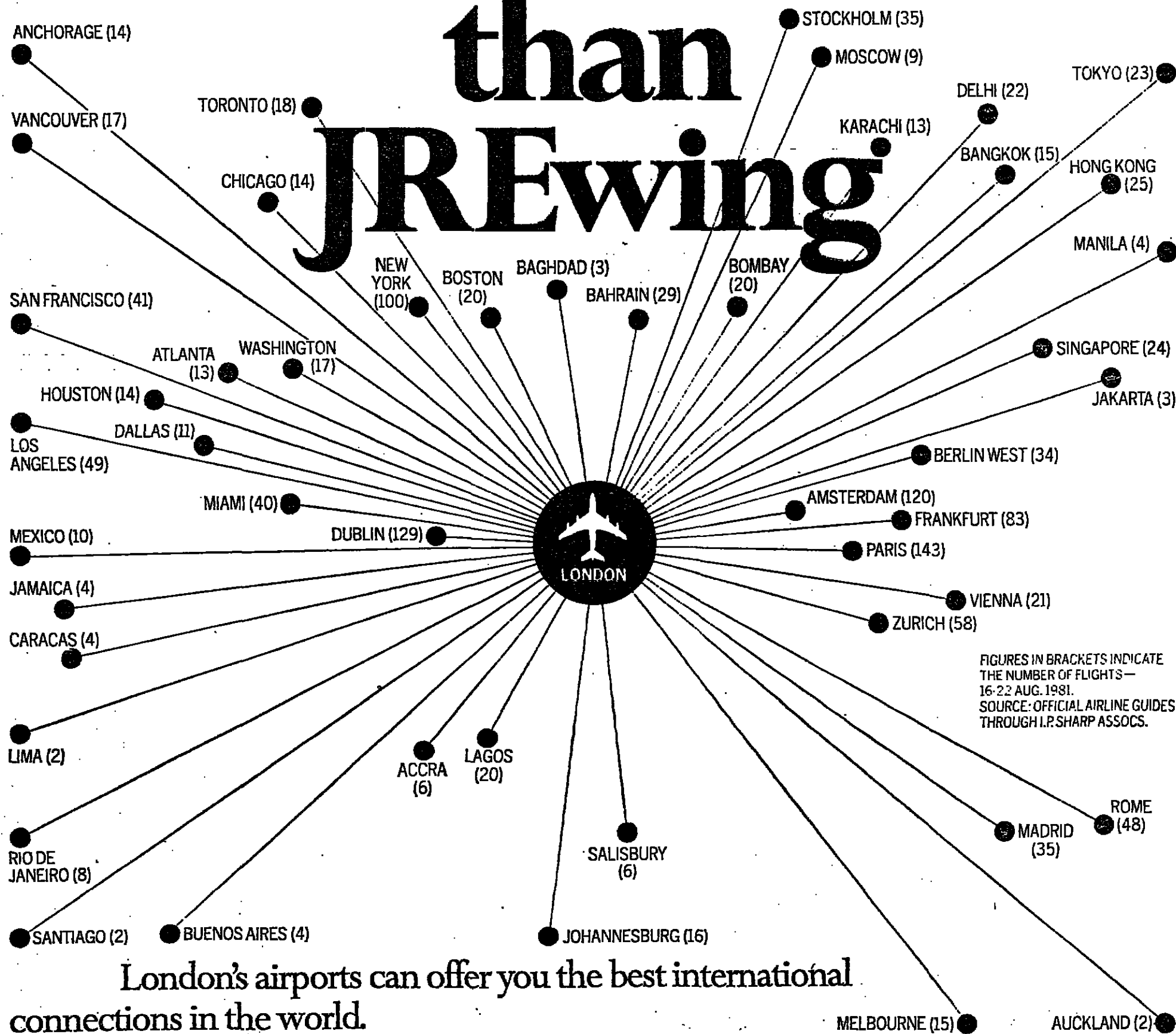
People living near Stansted, Essex (above), have fought no fewer than three proposals to develop the existing airport in the last 20 years

THE COST OF LONDON'S NEW AIRPORT

	Stansted	Heathrow Perry Oaks Terminal 5
Site acquisition and preparation	40	50
Construction	245	245
Road access	15	10
Rail access	119	—
Underground extension	—	19
New housing, general infrastructure	450	—
Total	869	324
Extra annual operating costs for British Airways	130-190	—

* These statistics have been prepared by British Airways, but are not accepted by the British Airports Authority.

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British
Airports

Heathrow Gatwick

AIRPORTS IV

A contribution to development

THE DEVELOPMENT of airports in other countries, especially those in the Third World, has assumed growing importance in recent years as the developing nations have recognised the vital help air transport can give to economies searching for growth and new markets for their products.

Airports in the Third World have also been built or are being planned for other reasons, including prestige. In particular the speed and accessibility of air transport has given governments the opportunity to improve communications inside their own borders, breaking down regional isolation and differences and opening up the full potential of a nation's resources.

New airports also provide the vital facilities for airlines bearing the flags of the often newly independent emergent nations. The development of the airlines and the airports has often gone hand in hand, but not without the rationale of the development being questioned.

A two-year study by the International Civil Aviation Organisation (ICAO) under the sponsorship of the UN Development Programme, four years ago, looked at the contribution civil aviation could make to the development of the economies of African states. The UN project followed a request from the African Civil Aviation Commission.

The commission implicitly raised the question of whether the growth of airlines in emergent African nations was "merely a manifestation of national desires to show the flag, or was it a rational step in economic development?"

The study concluded that air freight was under-used as a tool for African economic development. The ICAO showed that relatively little trade by air took place between African states, although opportunities existed for an exchange of local products which were often imported from other continents.

In addition, the air freight capacity available from Africa to Europe and the Americas was far from being filled with African exports. Nevertheless, known markets existed for many commodities. Tourism was also identified as a potential growth area.

The rapid expansion of international airports in the Third World in recent years and the

plans for further expansion in the near future suggest that many of the lessons of the ICAO study have been absorbed by African states, which appear to have accepted the conclusion of the study that aviation-oriented schemes could produce new jobs and raise revenues and foreign exchange earnings.

South of the Sahara, principal hub airports have been developed at Dakar, Abidjan, Lagos, Khartoum, Addis Ababa, Kinshasa, Luanda, Lusaka, Johannesburg, Maputo, Tananarive, Mauritius, Reunion and Dar-es-Salaam. Many smaller airports exist as feeder sources for the hub centres and many smaller landing strips exist throughout Africa with potential for growth into larger airports. Nigeria is planning an airport at its new capital of Abuja.

Elsewhere in the developing and the developed world almost 30 projects are currently under way for modernising existing airports or building new ones

just four years after the first piling was started in 1977, suggests that rising demand could be met rapidly by the airport authorities.

Other major airport projects in South-East Asia include plans for expanding the airport at Jakarta, Indonesia, while Malaysia has a number of projects under way for increasing the role of air transport in meeting the country's transport needs.

British Airports International, the airports consultancy owned jointly by the British Airports Authority and the private sector International Aeradio (IAL) company, has carried out a national airports study for the Malaysian Government. This has involved the evaluation of existing airports, including Kuala Lumpur and other regional airports.

IAL has also been involved for some time with the Malaysian Civil Aviation Directorate in providing air traffic control staff and advisory training and operational staff for Malaysia's airports. The contract for the work is understood to be worth \$5m to IAL.

Elsewhere in the developing world new airports are planned by Colombia, in South America, Khartoum in the Sudan and on mainland China, where an airport is understood to be planned on a site close to Japan.

In the Middle East, airport developments have assumed a growing importance in plans by the oil-rich countries to create an advanced infrastructure. Saudi Arabia already has two large international airports at Jeddah and Riyadh. A third major airport is planned for Dhahran. The airport at Riyadh is expected to become fully operational in 1983 and Dhahran in 1985.

The King Abdulaziz International Airport at Jeddah is already operational and has been praised as one of the most beautiful in the world. The \$2.2bn airport covers a site over 40 miles square and is expected to be used by 8.5m passengers by 1985.

This is more ground space than is covered by the U.S. airports of Chicago, Los Angeles and both of New York's airports put together. Two 3,300-metre runways have been completed and a third is planned for the Royal Saudi Air Force. The airport planned for Dhahran is designed to serve the eastern

provinces of Saudi Arabia on the Gulf. Elsewhere in the Middle East airports are planned for Al Ain and Jebel Ali in the United Arab Emirates.

In Hong Kong the local airport authorities are planning a large new airport on a greenfield site at Lantau Island, at Chek Lap Kok. This would replace the existing airport at Kai Tak, which is expected to reach saturation point by the mid-to-late 1980s. Ralph Parsons has already been appointed as the management contractor for the project, but large-scale work has yet to start on site.

A two-runway airport on Lantau Island would cost between £500m and £800m

(1979 prices) and could take between seven and 10 years to complete.

In Europe the largest new airport programme over the next decade is expected to be at Athens, where a greenfield airport site has been identified by the Athens Airport Authority at Sparta. The authority is planning to have the new airport in operation by 1988-89 when it will provide mainland Greece with an annual capacity of 20m passengers.

The British Airports International group has been awarded a £10m consultancy contract by the Athens Airport Authority, the biggest contract the group has received since it was launched in April 1978.



The recently-completed North and South Terminals at Hartsfield Atlanta International Airport in the U.S., claimed to be the world's largest passenger terminal complex

Consultants provide all-in service

THE RISING demand for air transport and the accompanying requirement for airport capacity to match the demands of the airlines and their passengers has created one of the newest and most lucrative specialist markets in the aerospace sector, the market for airport designers, contractors, equipment suppliers and consultants.

An estimated \$50bn is expected to be spent on airport developments and the equipment associated with airports in the decade to 1990. Few countries in the world have no developments planned in the airport sphere and of those that are planning new airports, or expansions to existing terminals or runway capacities, approximately 75 per cent are in the developing world, in Africa, South America and South-east Asia.

These areas, in particular, present the greatest challenge to the airport planner. Often the developing nation has skills in airport operations based on an existing development. Local management has a fund of knowledge of local operating conditions and of the geographical conditions of the country. Many of the managers have been involved in the planning and execution of schemes to enhance the local airport, often with contributions from other countries, where airport planning and building has become a well-established discipline.

Planning new airports is a highly skilled task involving qualified staff from a range of disciplines, but a common theme is the need for the central planners to recognise that an airport is not an isolated development, or a law unto itself. Airports have an immense impact on a country's economic, social and industrial infrastructure.

The plans for a new airport have to take into account available resources, how the airport can be made to dovetail with a country's other objectives and plans and how the airport can physically be fitted in to a country.

The expected demand for air transport is the crucial factor which overlays many of the other, broader issues. Contact with airlines likely to use the new facilities is vital, but it is often overlooked by governments in their definition of broad goals and visionary ambitions for their future airports.

At the detailed level, airport planners take account of expected traffic volume, the likely flow of passengers at peak periods, the demands of cargo and baggage, aircraft movements, the provision of surface transport to and from urban centres, staff requirements, and availability.

This type of information and data enables the planners to assess the physical requirements which will be needed on the

ground. The size of the terminal building, the length of the runway, the type of equipment that should be used in the control tower, radar, and passenger transit and baggage and cargo handling facilities; these are all physical aspects of the airport which have to be precisely defined and costed. It is an immensely complex task and one that is not taken lightly by any country without

NEW DEVELOPMENTS

LYNTON McJAIN

a clear understanding of the objective, the resources that are available to meet that objective in a cost-effective way.

This is where the growing groups of airport consultants fit in. Britain has the British Airports International group as its main contender in the world airport consultancy stakes. BAI is a joint partnership between the British Airport Authority, the state organisation which runs Britain's main airports, and International Aeradio, IAL, a private sector company which has wide experience in the design, manufacture and supply of communications and security equipment for airports; in training for air traffic control personnel and the management of airport systems and services.

IAL also employs air traffic controllers, with 60 controllers based at the company's training colleges at Bath, Humberstone and Bournemouth airports, and at Battersea Heliport in London. The company also employs 160 controllers at airports overseas, making it one of the largest non-government employers of air traffic control officers in the world.

This experience and the company's first hand knowledge of airport communications equipment, such as its IAL-Stratus air traffic control communication equipment, has proved to be a fine match for the British Airport Authority's skills in airport management and planning.

The joint BAI company provides a consultancy service to advise on the establishment, equipping, installation, maintenance and operation of airports, heliports and associated facilities. It also carries out the complete planning and design, construction and management of airport systems, equipment and services.

Elsewhere in Europe, BAI has competitors in the airports consultancy field, which are equally eager to bid for airport consultancy contracts around the world. In France the airport consultancy role is handled largely by a company called Aéroport de Paris. In Germany, the consultancy is the Frankfurt Airport Authority.

In the U.S. Bechtel, the construction group, operates the

Bechtel Field Services company with experience in the field of airport operations.

Also, in the U.S. two of the giant aerospace manufacturing corporations, Boeing and Lockheed, have service companies which provide consultancy services for developing airports. Boeing Aerospace International offers advice on a consultancy basis for airport operations and Lockheed Services International provides a similar service.

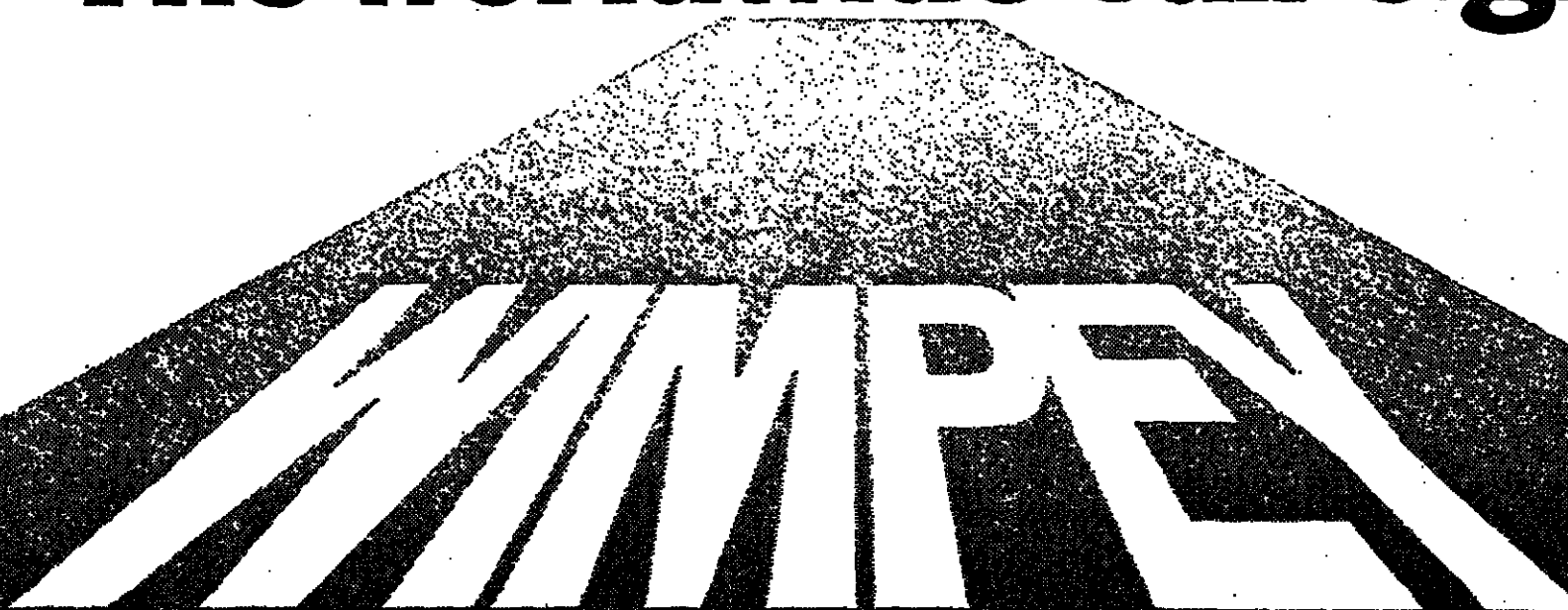
From the airlines, Pan American International Services also provides advice on a consultancy basis for airport authorities.

In Italy, the Italairport group has recently undertaken a study exercise for the Libyan Government of an airport in the Sirir Desert, 370 miles south east of Benghazi. The objective of the Government interest is to create a new centre of agricultural production as an aid to generating economic growth in the region.

In desert regions as in other isolated areas, problems arise with the provision of electricity, water and even the building of roads and the supply of building materials. All these factors have to be taken into account in determining whether a site chosen for its potential economic growth can be made suitable for the development of an airport, with its unique demands and potential problems.



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The runway project – the largest contract of its kind ever awarded in Europe – demanded advanced construction techniques, computerised planning and a massive commitment to plant and equipment.

Greater Manchester Council chose Wimpey for the job.

Working exclusively at night to keep the airport fully operational during the day, Wimpey completed the project 8 weeks ahead of schedule.

Wimpey's sheer experience paid dividends again. During the past 40 years Wimpey has been involved in building, modernising or resurfacing over 100 airports throughout the world – including the construction of London Heathrow, Gatwick, Hong Kong, Bahrain, Abu Dhabi and six airfields in Zaire.



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هكنا من النحل

Stronger pound hits markets

By Our Commodities Staff

STERLING's STRENGTH against the dollar depressed commodity prices on the London markets yesterday.

Copper prices steadied as speculators covered short positions after falling in early trading. But copper futures fell to \$2.02 a lb from \$2.04. An early gain in the price of tin was based on information that support was about to be lifted, leaving the price only \$1.10 up at \$2.315 a lb.

Aluminium prices were also steady, with cash metal ending at \$2.75 a lb, down from \$2.78. A few pounds below the day's peak at \$2.79, a lb, up \$4.50 for cash.

Falls in the sugar, coffee and rubber markets were also attributed mainly to currency considerations. March delivery sugar futures closed \$2.80 down at \$168.755 a tonne. January coffee \$27 down at \$1,064.50 a tonne and spot natural rubber on the physical market lost 1.5p to 52.5p a kilo.

Aluminium output cut

By Canute James in Kingston

ALCAN JAMAICA, the local bauxite refining subsidiary of the Canadian aluminium producer, is reducing its operations for the second time in four months because of a continuing soft market for the metal.

The company is reducing refining by 5.5 per cent for this year and 11.7 per cent next year at its two refineries here which have a combined capacity of 1.1 million tonnes of alumina.

The other North American companies operating in the island, Alcan, Reynolds, Kaiser and Alcanco, have all previously reduced refining and the Government says it expects bauxite output this year to be about 500,000 tonnes below last year's 1.2m tonnes.

Alcan is also to delay indefinitely the start of production at the second 57,000-tonne-a-year aluminium smelter that it is building at Grande Pointe, Quebec. The company blames "sagging markets" for the delay which will continue until conditions improve. Work on the smelter is now being halted at the site.

Cocoa support buying halted

By JOHN EDWARDS, COMMODITIES EDITOR

COCOA prices fell again yesterday when the buffer stock of the International Cocoa Organisation effectively withdrew from the market. The buffer stock failed to announce a purchase price for its support buying programme and it was indicated that the whole strategy was being reviewed following the sharp drop in prices during the past week.

On the London futures market, yesterday the March position closed \$23.5 down at \$1.171 a lb, but at one time plunged to \$1.145 before rallying mainly on trade buying.

The Cocoa Organisation's daily price was cut last night to 97 cents a lb, compared with around 105 cents when the buffer stock support buying started on September 28 and well below the Agreement's "floor" level of 110 cents.

The buffer stock purchased last night was not issuing a purchase price for today either and therefore will remain out of the market.

Total purchases by the buffer stock so far at 61,325 tonnes and this has taken up the greater part of the \$200m fund. The resumption of the 1 cent a lb levy on cocoa exports on October 1 will bring in new funds but these will take some time to build up. Meanwhile, the authority to borrow against accumulated stocks is to be sought at the next meeting of the Organisation's executive committee on October 20.

However, after the chastening experience of the past two weeks there is strong pressure for a change of tactics by the buffer stock. It was pointed out that the buffer stock had removed over 61,000 tonnes of surplus cocoa from the market and this would not become available again until prices rose above 150 cents a pound.

The feeling is that there is little point in dancing to the tune of a market behaving in an irrational way and throwing away money. It might be better to husband resources by remaining ready only to buy at an "appropriate time".

Danes may spark new herring row

By HILARY BARNES IN COPENHAGEN

DENMARK'S fisheries minister Karl Højrasmussen has given Danish fishermen permission to fish for herring in the North Sea, as the two-weekly catch returns from next week and he has not put a limit on the tonnage they may catch, an omission which may be regarded by other EEC countries as a deliberate provocation.

When the EEC Commission proposed to re-open herring fishing in the southern area of the North Sea, in which herring fishing has been banned since 1977, it suggested a 1,000 tonne quota for Denmark out of 20,000 tonnes. Mr Højrasmussen described the proposed quota at the time as derisory.

Subsequently, EEC ministers failed to agree to re-open herring fishing, but the Commission, in a step which most members regard as illegal, decided to re-open the fishing anyway.

Since then, the UK and other nations have decided to allow their own fishermen to catch herring up to the Commission's proposed quota limit. Other EEC countries can be expected to lodge immediate protests, if the two-weekly catch returns which are sent to Brussels show that Denmark has exceeded the 1,000 tonne figure.

The British Fishing Federation described the Danish decision as irresponsible. "Two of Denmark's powerful purse seine vessels could clean up the Danish herring quota in a single night," a spokesman stated.

He said the Danes appeared to be thumbing their noses at EEC fisheries conservation measures.

The European Commission said last night that it had not been officially notified of Danish intentions to fish herring in the North Sea, but officials said that there could obviously be no objection if the Danes confined their activity to the south of the North Sea where herring catches are now allowed and stopped fishing when their limit of 1,000 tonnes was reached.

EEC no to edible oils tax

By Larry Klingler in Brussels

THE European Commission yesterday rejected a proposal to tax vegetable oils and oilseeds. It adopted instead a compromise measure that it hopes will not only avoid a trade clash with the U.S. but will help talks on Spain's accession to EEC membership.

The Commissioners stopped short of formally proposing to tax oils and oilseeds—a trade worth \$4bn a year to the U.S. alone—while proposing that a final solution be hammered out in the accession negotiations and in parallel talks under the General Agreement on Tariffs and Trade (GATT).

The U.S. Administration had made clear many times at ministerial level that, in the event of discriminatory barriers being erected, it would act immediately to defend the country's trade interests.

However, the Commission did not rule out entirely the imposition of a tax on domestic oilseed imports. It proposed a proposal strongly supported by olive oil producers France, Italy and Greece—if talks failed to produce a satisfactory solution to combat what could become an unmanageable EEC surplus of olive oil after Spain and Portugal join the European Community.

The Commission is understood to feel that a new tariff structure could be worked out in the GATT talks with the EEC's trading partners that would necessarily follow a Spanish accession agreement.

One suggestion was that these negotiations might produce a minimum import price structure somewhere between the EEC's current levels and the higher ones now operating in Spain.

In another move, the Commission also proposed to lower the market price of olive oil in relation to other competing oils to help increase olive oil consumption. It also proposed to take measures, as yet unspecified, to help farmers convert from olive production.

Officials were also trying to calm U.S. fears by privately pointing out that, whatever the final arrangement, any danger of overseas producers being not imported. It was unlikely that Spain could become an EEC member before 1984 and that its membership transition arrangements would probably be spread over at least ten years.

U.S. rejects Gatt soya oil ruling

BY BRIJ KHINDARIA IN GENEVA

THE U.S. has rejected a finding by the General Agreement on Tariffs and Trade (GATT) that Spain is playing fair on trade in soyabean and soyabean oil.

The U.S. alleges that Spain runs a complex system of internal regulations aimed at protecting olive oil producers and discriminating against soyabean oil imports. It adds that discouragement of soyabean oil consumption in Spain puts pressure on domestic producers to export the oil at low prices, thus displacing U.S. soyabean oil exports from foreign markets.

To get around a GATT rule that foreign-made products must be made of local materials with imported products, Spain imports very little soyabean oil but very large quantities of soyabeans which are processed inside Spain into oil. That allows Spain to classify the oil as being home-produced in spite of the foreign origin of the beans and then place the oil under a regime with it as favourable as the one given to home-produced olive oil.

Spain violates GATT provisions because soyabean oil and olive oil are similar products that can be used as substitutes, the U.S. argues.

A quota limitation on domestic consumption of soyabean oil produced from imported beans also increases the surplus for export. While the share of soyabean oil in Spanish vegetable oil consumption fell from 35 per cent in 1967-68 to 12 per cent in 1980-81, Spanish exports of soyabean oil rose from 4,000 tonnes to 375,000 tonnes over the same period, the U.S. says in a document sent to GATT's council the main dispute settlement body.

The quotas on soyabean oil have boosted not only olive oil production but also sunflower seed output and sunflower oil consumption. Spain has now become the world's third largest exporter of Soyabean oil.

An inquiry panel set up by the council said last June that the soyabean oil consumption quota in Spain does not encourage imports of soyabeans from the U.S. nor does the internal price set for soyabean oil weaken the incentive to process and sell soyabean oil in the Spanish market.

India may miss grains target

By a Correspondent

LATE RAINS have improved the prospects of India's "kharif" (monsoon season) crops, but still the kharif harvest of 83m tonnes envisaged for the agricultural year 1981-82 appears to be beyond reach.

The pattern of rainfall this year was more or less similar to that in 1980, and realistic assessment of the harvest put at around 80m tonnes, which is just 1m tonnes more than last year's kharif harvest.

Taking an overall view, a bumper agricultural year during 1981-82 appears to be out of question. As against the production target of 138.5m tonnes (the grain output is composed of kharif and rabi, or winter season, crops) of foodgrains, the size of the harvest may reach 135m tonnes.

This year, in 1981-82, India has imported 1.5m tonnes of wheat from the U.S.

FARMERS' VIEWPOINT

Hard times for tenants

A NUMBER of tenant farmers

in England have formed "The Tenant Farmers Association" to look after the interests of tenant farmers in general in spite of objections from the National Farmers Union. The NFU's opposition is based on the fact that it already has a committee jointly with the Country Land Owners Association to try and get some alteration in the present tenancy laws. These chiefly concern the criteria for rent fixing and the difficulties of finding farms to rent in view of the law which enables the tenancy of a farm to persist through up to three generations under certain conditions.

The TFA's aims are roughly the same, but its founders believe that their organisation, which would specialise in looking after tenants' interests, would be preferable to the NFU's rather diffuse subcommittee.

About 38 per cent of British agricultural land is tenanted and the TFA fears that with no more than 14 per cent of vacant farms being let under the Agricultural Holdings Act the number of tenants is bound to go on shrinking. Other farms are being let under a variety of partnership agreements which the Association would like to monitor as well.

Of particular concern is the method for determining rents. In England and Wales a landlord can demand a rent increase every three years, while in Scotland it is every five years. If the landlord and tenant cannot agree on a figure there is provision for arbitration. This goes back to the Agricultural Act of 1958. There the instructions to arbitrators quite clearly set out that in deciding a rent the arbitrator should take account of the level of rents agreed between a willing tenant and landlord.

Because there are so few farms to let, those applying for them are forced to bid very high rents. These high rents are then used by landlords' agents to try and persuade the arbitrator that this is the criteria that should be used when raising existing rents. The TFA objects that many of these high rents contain a substantial amount of "key" money or even ignorance of the basic facts of economic farming.

As a result, it is claimed, "There is inadequate investment, soaring bank borrowings and farm staffing cut to the bone."

Ironically some of those involved actually sold their farms on leaseback terms in order to secure more capital and are now upset because the landlords are trying to increase the return on their investment. Many of the original rents were giving a return of 2 per cent or 3 per cent at the time of the leaseback deal, and I cannot see why those entering into these arrangements could not see what was likely to happen.

It is very difficult to see what criteria could be used as instructions to arbitrators other than those ruling. The production and profitability of a farm are infinitely variable according to the ability of the occupant. A tenant might go to the arbitration proceedings complete with his books of account only to be told by the agent for the landlord that he had had an offer for a similar farm from a bonafide farmer.

Facts of economic farming.

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equal to the rent he was demanding.

Some arbitrators, do, I believe, take the quality of the land into account, using perhaps their own knowledge of farming. But usually chartered surveyors from whom the arbitrators are drawn, are far from all being practical farmers.

Partnerships are becoming quite popular as a means of defeating the succession of tenancy problems. In effect they make the landlord a joint participant with the farmer. Some of them work very well, but others contain within their rather complicated conditions the seed for many disagreements and it would not surprise me to see legislation in this area one day.

But overall nothing is going to increase the number of farms to rent as long as there is sufficient prosperity in the industry to keep aspiring farmers bidding for the few farms that come on the market, and which at the same time makes farmers determined to stay in the farms they have got.

JOHN CHERRINGTON

BRITISH COMMODITY MARKETS

BASE METALS

BASE METAL PRICES were generally steady on the London Metal Exchange although zinc continued to move ahead, reflecting renewed export cover and clearing of stocks. Tin slipped to \$2,350, reflecting the rise in sterling. Lead was finally closed at \$407, while aluminium closed at \$2,645.5 and nickel at \$2.65.

COPPER Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

WIREBARS Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

AMALGAMATED METAL Trading reported steady in the London market. Tin dipped to \$2,350, reflecting the rise in sterling. Lead was finally closed at \$407, while aluminium closed at \$2,645.5 and nickel at \$2.65.

LEAD

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

NICKEL

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

SILVER

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

LONDON NEW ZEALAND CROSSLANDS

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

WHEAT

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

BARLEY

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

COTTON

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

POTATOES

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

COFFEE

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

RUBBER

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

SOYABEAN MEAL

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

GAS OIL FUTURES

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

WOOL FUTURES

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SUGAR

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CATTLE

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PORK

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

Arable Marketing Services

Arable Marketing Services (South) Ltd., 21a Winchester Road BASINGSTOKE, RG22 1UE Tel: Basingstoke (0256) 66677

We would like to take this opportunity to announce this month's trading results. A discretionary trading account: ARABLE MARKETING MANAGED FUND ACCOUNT No. 5100. This fund operates by the staff of A.M.S. investing money, offered to the company from farmers or individuals, into arable commodity markets.

Trading results September 1981: 1-2500 share (minimum investment) Yielded a net profit of £12,877. This equates to a return on capital of 3.1 per annum.

If you would like to know more about A.M.S. and their services, please contact Roger Hedges at the address above.

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SHEEP

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BUILDING SOCIETY RATES

Every Saturday the Financial Times publishes a table giving details of Building Society Rates on offer to the public.

For further advertising details please ring: 01-248 8900, Extn. 3606

WOOL FUTURES

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PHEASANT

Official: 3 months 3,005.5, 4 months 3,015.5, 6 months 3,025.5, 9 months 3,035.5, 12 months 3,045.5. Tin: 2,350.0. Lead: 407.0. Aluminium: 2,645.5. Nickel: 2.65.

INDICES

FINANCIAL TIMES

Oct 7 Oct 6 Month ago Year ago 259.35 259.35 278.60 (Base: July 1, 1952=100)

MOODY'S

Oct 7 Oct 6 Month ago Year ago 1011.5 1010.7 1020.9 1321.0 (December 31, 1951=100)

REUTERS

Oct 7 Oct 6 Month ago Year ago 1651.6 1651.5 1655.5 1758.0 (Base: September 18, 1931=100)

DOW JONES

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Oct 7 Oct 6 Month ago Year ago 1651.6 1651.5 1655.5 1758.0 (Base: September 18, 1931=100)

Companies and Markets

LONDON STOCK EXCHANGE

Rise in Gilt-edged continues despite mini-tap sales but leading equities struggle to hold early gains

Account Dealing Dates

Option

*First Declared Last Account

Dealings from Dealings Day

Sept 28 Oct 9 Oct 19 Oct 29

Oct 28 Nov 6 Nov 16 Nov 26

Oct 28 Nov 6 Nov 16 Nov 26

Oct 28 Nov 6 Nov 16 Nov 26

Oct 28 Nov 6 Nov 16 Nov 26

Oct 28 Nov 6 Nov 16 Nov 26

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some useful gains, largely reflecting

a continuation of the improved

tone in British Funds.

Total contracts completed in

Traded options amounted to

1,961 comprising 1,562 calls and

399 puts. Call activity was more

widely spread than of late with

BP, Grand Metropolitan and

Courtaulds all recording more

than 200 trades. BP remained to

the fore among puts, attracting

122 deals.

Habitat, which staged a successful

market debut on

Wednesday, attracted fresh

support and formed 3 more to

122 deals.

Alex. Howden dull

Alexander Howden lost 4 to

13bp among Lloyds Brokers

owing to adverse comment on the

advance, while discount Houses

Services bid situation. Minet

moved between extremes of 148p

and 143p following satisfactory

interim figures before closing a

net penny cheaper at 143p.

Higher initially at 148p on more

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widely spread than of late with

BP, Grand Metropolitan and

Higgs and Hill gained 3 more for

a two-day rise of 15 to 130p on

the interim results, while

Wiggins Construction put on at

68p. Ruberoid replied to higher

interim profits with a gain of 9 to

38p, while demand ahead of the

half-yearly results, due next

Wednesday, lifted Istock John-

son 3 to 66p. In contrast,

Hewlett Stuart shed a penny to

27p following sharply lower in-

terim profits and a gloomy state-

ment. American housebuilders

Barrett Developments attracted

sporadic support and advanced 6

to 230p. Fairview Estates rose 5

to 103p.

ICI, a volatile market of late,

failed to regain composure and

after opening several pence

higher, drifted back in thin

trading to close a net 2 cheaper

at 280p.

Austin Reed revive

Leading Stores were featured

by House of Fraser which

advanced 4 to 149p following the

chairman's encouraging progress

report on the Harrods flagship.

Guslows closed 3 dearer at 38p,

after 40p, while Debenhams,

mid-term results due today,

gained the turn to 75p. Carrys,

a dull market on Wednesday,

rallied strongly and closed 8 to

the good at 153p, the interim

results are expected next Mon-

day. Revived speculative demand

lifted Austin Reed 8 to 73p and

the A 10 to 65p, while J.

Meyworth were wanted at 99p,

up 3. SUI, bolstered by the

chairman's content view of

prospects, Combined English

added 2 more at 41p.

The Electrical majors estab-

lished fresh gains ranging to 17

following an initial mark-up and

ensuing investment demand.

However, light profit-taking, in-

terim support to holiday con-

cerns and Horizon Travel

touched 22p before closing a

net 11 up at 218p. Saga Holidays

gained 15 to 330p and Intasun 4

to 80p. Elsewhere, Associated

Leisure met with further demand

and added 3 more to 98p, while

Barlow Investments had

acquired a like amount at

80p.

Secondary Engineering pro-

vided a few firm spots. Sporadic

demand helped APV improve 15

to 233p and Haden add 3 to

210p. G. M. Farin, which M.

I. H. Wasserman holds a near-19

per cent stake, rose 7 to 142p

on revived speculative support,

while improvements of around

4 were seen in Desoutter, 97p,

Simon, 53p, Sprax Sarcos, 124p,

and Whessex, 125p. The quietly

firm leaders had GKN 2 dearer

at 150p and Tubes a similar

amount better at 112p.

Leading Funds improved a few

pence, Brooke Bond hardening

the turn to 47p and RHM im-

proved 1p to 47p.

Mining and aircraft component

manufacturers retained a gener-

ally firm appearance. Dowty

closed 4 up at 224p, while Flight

Refuelling returned to favour

with a rise of 15 to 300p. Lucas,

however, came under late pres-

sure and receded from 215p to

close a net 5 lower at 200p.

Oils easier

Unfounded reports that the

EEC had advised North Sea oil

producers to cut output cooled the

recently buoyant business in

Oils. British Petroleum drifted

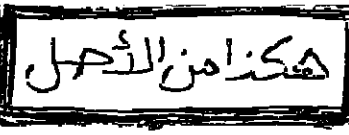
off to close 6 cheaper at 294p,

Motor and aircraft component

manufacturers retained a gener-

ally firm appearance. Dowty

OFFSHORE & OVERSEAS



INDUSTRIALS—Continued

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
British Airways	120.00	+0.25	100	120.25	119.75	120.00	120.25	120.25
British Petroleum	110.00	+0.50	200	110.50	109.50	110.00	110.50	110.50
British Telecom	150.00	+1.00	150	151.00	149.00	150.00	151.00	151.00
British Steel	80.00	+0.25	100	80.25	79.75	80.00	80.25	80.25
British Sugar	60.00	+0.25	100	60.25	59.75	60.00	60.25	60.25
British United	40.00	+0.25	100	40.25	39.75	40.00	40.25	40.25
British Waterways	30.00	+0.25	100	30.25	29.75	30.00	30.25	30.25
British Airways	120.00	+0.25	100	120.25	119.75	120.00	120.25	120.25
British Petroleum	110.00	+0.50	200	110.50	109.50	110.00	110.50	110.50
British Telecom	150.00	+1.00	150	151.00	149.00	150.00	151.00	151.00
British Steel	80.00	+0.25	100	80.25	79.75	80.00	80.25	80.25
British Sugar	60.00	+0.25	100	60.25	59.75	60.00	60.25	60.25
British United	40.00	+0.25	100	40.25	39.75	40.00	40.25	40.25
British Waterways	30.00	+0.25	100	30.25	29.75	30.00	30.25	30.25

INSURANCE—Continued

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Accident Insurance	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Life Insurance	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Marine Insurance	80.00	+0.25	100	80.25	79.75	80.00	80.25	80.25
Accident Insurance	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Life Insurance	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Marine Insurance	80.00	+0.25	100	80.25	79.75	80.00	80.25	80.25

PROPERTY—Continued

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Commercial Property	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Industrial Property	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Commercial Property	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Industrial Property	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

INVESTMENT TRUSTS—Cont.

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Investment Trusts	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Investment Trusts	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Investment Trusts	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Investment Trusts	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

OIL AND GAS—Continued

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Oil and Gas	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Oil and Gas	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Oil and Gas	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Oil and Gas	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

LEISURE

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Leisure	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Leisure	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Leisure	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Leisure	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

MOTORS, AIRCRAFT TRADES

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Motors, Aircraft	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Motors, Aircraft	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Motors, Aircraft	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Motors, Aircraft	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

DAIWA BANK

Head Office: Osaka, Japan

MINES—Continued

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Mines	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Mines	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Mines	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Mines	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

INSURANCE

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Insurance	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Insurance	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Insurance	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Insurance	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

PROPERTY

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Property	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Property	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Property	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Property	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

INVESTMENT TRUSTS

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Investment Trusts	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Investment Trusts	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Investment Trusts	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Investment Trusts	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

OIL AND GAS

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Oil and Gas	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Oil and Gas	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Oil and Gas	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Oil and Gas	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

TEAS

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
TEAS	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
TEAS	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
TEAS	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
TEAS	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

INDIA AND BANGLADESH

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
India and Bangladesh	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
India and Bangladesh	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
India and Bangladesh	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
India and Bangladesh	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

AFRICA

Stock	Price	Chg	Vol	High	Low	Open	Close	Settle
Africa	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Africa	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50
Africa	100.00	+0.25	100	100.25	99.75	100.00	100.25	100.25
Africa	120.00	+0.50	200	120.50	119.50	120.00	120.50	120.50

